nsportation
Library

JUN 29 1950

FOUNDED IN 1856

RAILWAY AGE

JUNE 24, 1950

A fleet of 42 General Motors Diesel units, costing $5,103,463, saves the Central of Georgia Railroad an estimated $915,080 annually—or 18% return on investment. Facts like this explain why General Motors locomotives are first choice in the rapidly growing Diesel fleets of large and small American railroads.

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS • LA GRANGE, ILLINOIS
Home of the Diesel Locomotive

GENERAL MOTORS
LOCOMOTIVES

THE NEW

BUFFALO-UNIT

No. 18

The RAILROAD HOUR
NBC Every Monday Night

IN THE FEW MONTHS SINCE THE DESIGNATION OF THE No. 18 AS STANDARD

69,806 BUFFALO UNITS

HAVE BEEN BOUGHT BY THE U. S. RAILROADS

Published weekly by Simmons-Boardman Publishing Corporation, Orange, Conn. Executive Offices, 30 Church Street, New York 7, N. Y. Entered as second class matter at Orange, Conn., under the act of March 3, 1879. Subscription price $6.00 for one year, U. S. and Canada. Single copies, 50 cents each. Vol. 128, No. 25.

Vol. 128, No. 25 June 24, 1950

RAILWAY AGE

With which are incorporated the Railway Review, the Railway Gazette, and the Railway-Age Gazette. Name Registered in U. S. Patent Office and Trade Mark Office in Canada.

Published by
SIMMONS-BOARDMAN
PUBLISHING CORPORATION
The House of Transportation
and Building

Publisher of
Railway Age
Railway Engineering & Maintenance
Railway Mechanical & Electrical Engineer
Railway Signaling & Communications
Car Builders' Cyclopedia
Locomotive Cyclopedia
Railway Engineering &
Maintenance Cyclopedia
American Builder
Marine Engineering &
Shipping Review
Marine Catalog & Buyer's Directory
Books covering transportation
and building

Office of Publication, Orange, Conn. Editorial and Executive Offices at 30 Church Street, New York 7, N. Y., and 79 West Monroe Street, Chicago 3, Ill.

Washington 4, D. C.: 1081 National Press Building—Cleveland 13: Terminal Tower — Seattle 1: 1914 Minor Avenue—Los Angeles 17: 816 West Fifth Street—Dallas 4: 2909 Maple Avenue.

Samuel O. Dunn, Chairman. James G. Lyne, President. J. S. Crane, Vice-President and Secretary. C. Miles Burpee, Harry H. Melville, C. W. Merriken, John R. Thompson, R. E. Thayer, H. E. McCandless, Vice-Presidents. J. T. DeMott, Treasurer. Ralph E. Westerman, Arthur J. McGinnis, Assistant Treasurers.

Subscriptions: including 52 regular weekly issues, and special daily editions published from time to time in New York or in places other than New York, payable in advance and postage free — United States, U. S. possessions and Canada: 1 year, $6.00; other countries not including daily editions in Western Hemisphere: 1 year, $10.00; 2 years, $16.00; other countries: 1 year, $15.00; 2 years, $25.00. Single copies, 50 cents each, except special issues.

H. E. McCandless, Circulation Manager, 30 Church Street, New York 7.

Railway Age is a member of Associated Business Papers (A. B. P.) and Audit Bureau of Circulation (A. B. C.) and is indexed by the Industrial Arts Index and by the Engineering Index Service. Published each Saturday by the Simmons-Boardman Publishing Corporation, Orange, Conn. Printed in U. S. A.

IN THIS ISSUE

EDITORIALS:

Public Opinion and the Railway Unions 67
A Foundation Stone of American Railroading 68

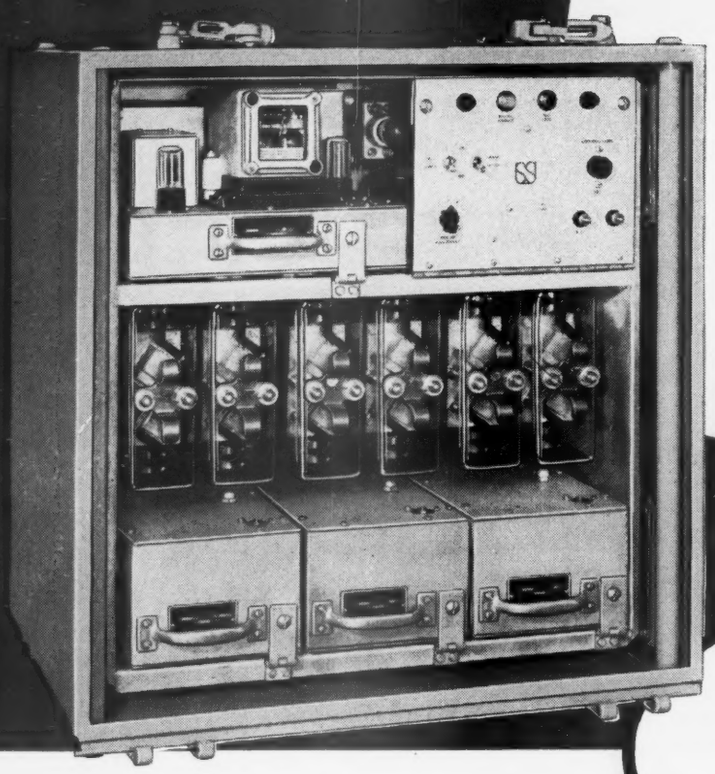
GENERAL ARTICLES:

Three-Day Meeting of Mechanical Division Begins June 26 70
Diesel Repair Practice and Facilities 72
All "Spooler and Cops" Disqualified 76
A Systematic Station-Modernization Program 80
Emergency Board Would Add $40 Million a Year to Railroad Costs.. 84
Lehigh Valley Cuts Breakfast Losses on Diners 87
Neubauer Heads P. & S. Division for 1950-51 88
P. & S. Division Committee Reports 89

GENERAL NEWS 103

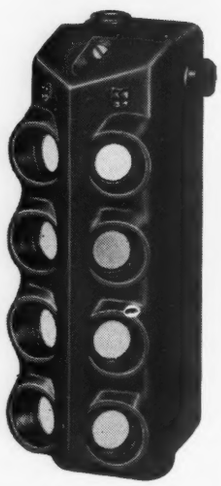
REVENUES AND EXPENSES 115

CAB SIGNAL EQUIPMENT *for Diesel Installations*



To meet the growing need for equipment that is especially adaptable for use with Diesel locomotives, "Union" furnishes a new streamlined cab signal and a vertical equipment box for the 4-indication Type E Cab Signal System.

1. *Vertical Equipment Box* . . . Correctly proportioned to utilize efficiently the available space in Diesel locomotives. Retains the features of the horizontal equipment box used with the Type E Cab Signal System, including rack mounting of instruments, with the rack suspended by shear-type bonded rubber mountings to absorb the maximum amount of vibration. Units are plug-in for maximum convenience in maintenance and inspection.



2. *Streamlined Cab Signal* . . . Specially designed for mounting on the windshield center post of Diesel locomotives. Visors are cast in the cover in streamlined fashion. Correctly proportioned, they effectively shade the roundels . . . make it possible to obtain clear, unmistakable indications in bright daylight from any position in the cab. By means of a built-in dimmer control, the engineman can reduce the intensity of the clear indication as desired.

Our engineers stand ready to help you plan a cab signal system that is best suited to your particular needs. Just call or write our nearest district office.

UNION SWITCH & SIGNAL COMPANY

WEEK AT A GLANCE

MECHANICAL DIVISION PROGRAM: Next Monday through Wednesday, June 26-28, the A.A.R.'s Mechanical Division hold its 24th annual meeting at Chicago. The program for the meeting is published on pages 70 and 71.

ON THE GRAPEVINE: The A.A.R.'s Car Service Division is reported to have made a detailed study—completed but not yet released—indicating on a theoretical basis what each major railroad's ownership of gondola cars, and perhaps of other types as well, should be. An overall purchase program of some 40,000 gondolas would be necessary, rumor says, to give full effect to the total ownership which the study indicates would be desirable. The study is also said to suggest acceleration of car-repair programs to increase the number of serviceable cars out of the present inventory.

LESS RED INK FOR BREAKFAST: We never, of course, heard of anyone actually drinking red ink for breakfast. But, figuratively speaking, it is a staple item of the railroads' morning diet, by virtue of the fact that breakfast is frequently the biggest money loser in consistently unprofitable food-service departments. The Lehigh Valley, however, appears to have found at least a partial solution to the breakfast-loss problem, in the simple expedient of serving only strictly limited "Continental" breakfasts on some of its trains. For details of the Valley's plan, and its results, see page 87; for some late figures on dining-service losses in general, see the News summary, which begins on page 103, of the latest "Monthly Comment."

DIESEL REPAIR—FACILITIES AND PRACTICE: As the number of Diesel locomotives in service increases, and as the railroads accumulate experience in their maintenance, it becomes possible to draw some general conclusions as to facilities used and the practices and procedures followed. Such conclusions show up in the article which begins on page 72. Generally, as that article points out, there is an increasing trend toward standardization in facilities, but away from standardization in methods. Strong emphasis is being placed, also, on conversion of existing steam locomotive shops for Diesel repair purposes.

"HIGHLY EFFECTIVE EDUCATIONAL DEVICE": The railroads could not "safely" assume the $281 million which would be added to their operating costs by a 40-hr. week for yard-service employees and working-rules changes demanded by yard- and train-service men. So says the emergency board which heard the various demands of the conductors', trainmen's, yardmasters' and switchmen's unions. The board did recommend a 40-hr. week, but on a basis which would cost the industry only about one-seventh of the possible total, while it recommended some relief, as asked by the railroads, from present onerous and arbitrary working rules. It also made some pretty pointed observations about the railroads' financial position. The report itself is reviewed beginning on page 84; and is also the subject of editorial comment (page 67)—comment which points out that such discerning reports as this are a "highly effective educational device for attracting the attention of leaders of public opinion to the situation of the railroads." As was to be expected, the switchmen don't like the report; as our News pages report, they had called, as this issue went to press, a strike against five western roads for June 25. The conductors and trainmen have called for July 10 a meeting to consider the report.

PUBLIC GOODWILL AND EMPLOYEE MORALE: Those are the results which the Texas & Pacific is achieving by a consistent year-to-year program of modernizing passenger stations, particularly in some of the smaller communities it serves. The nature and progress of the program to date, and more details as to the reasons for undertaking it, are told, with numerous illustrations of the revamped facilities, in the article which begins on page 80.

IN THE NEWS: A.A.R.'s Bureau of Railway Economics revises price index of railroad supplies.—L.V. buys 38 Diesels; C.&O. 18.—Truckers seek further "reciprocity" privileges.—President vetoes freight-absorption bill.—A.T.A. favors new regulatory set-up.—Railroad Hour voted top operatic radio program.—B.&O. inaugurates "technical graduate training course."

P. & S. REPORT: Railway purchases and stores officers, meeting last week at St. Louis, heard numerous committee reports dealing with their specific problems, and a barrage of criticism, from both railroad and non-railroad speakers, of government interference with business and industry. A general report of the convention, with summaries of the major addresses, begins on page 88, and is immediately followed by abstracts of the committee reports.

"SPOOLER AND COPS": We haven't gone in for mystery stories. There are no policemen involved. But the article on page 76 does have some of the characteristics of a "whodunit." At least it suggests that "spooler and cops"—threads wasted in textile weaving and subsequently incorporated in journal-box packing—may be guilty of causing a lot of hot boxes. Specifically, the story summarizes Mechanical Division research which indicates that a more restrictive specification for journal-box packing threads may help in the effort to reduce hot boxes.

NOSE CUTTERS: One of this week's News stories reports the decision of the Railway Labor Executives' Association to stop "cooperating" with railroads on such matters of mutual interest as equality of regulation until the railroads withdraw their opposition to the "union shop" bill and their support to the Donnell bill. It would be hard to imagine a clearer case of cutting off one's nose to spite one's face.

How Standard AAR Solid Bearings Provide

MAXIMUM POTENTIAL IN TON MILES PER HOUR

—at minimum cost!

In a unit of motive power, railroads buy potential gross ton miles per hour. They want to move a maximum number of cars at highest practical speeds over prevailing grades of track. And when those cars are standard-bearing-equipped, they can do just that, *at lowest possible cost.* Here's why:

LOWEST INITIAL CAR COST

Per car set, standard AAR bearing assemblies average about 1/20 of the cost of the multiple-unit type. In terms of rolling stock, that means you get *four* solid-bearing cars for the price of *three* of any other bearing type. Right there you have a *33% advantage* in potential ton miles of revenue per car dollar invested.

LOWEST OPERATING COST

It takes less power, therefore less fuel, to move a train from "A" to "B" when cars are solid bearing equipped. That's because there's *equal or less friction per bearing in pounds per ton over the whole run.* But that's not all. On every moving train solid bearings save many tons excess dead weight — put the maximum tractive effort of a locomotive to the business of moving goods.

MAXIMUM PROTECTION FOR LADING

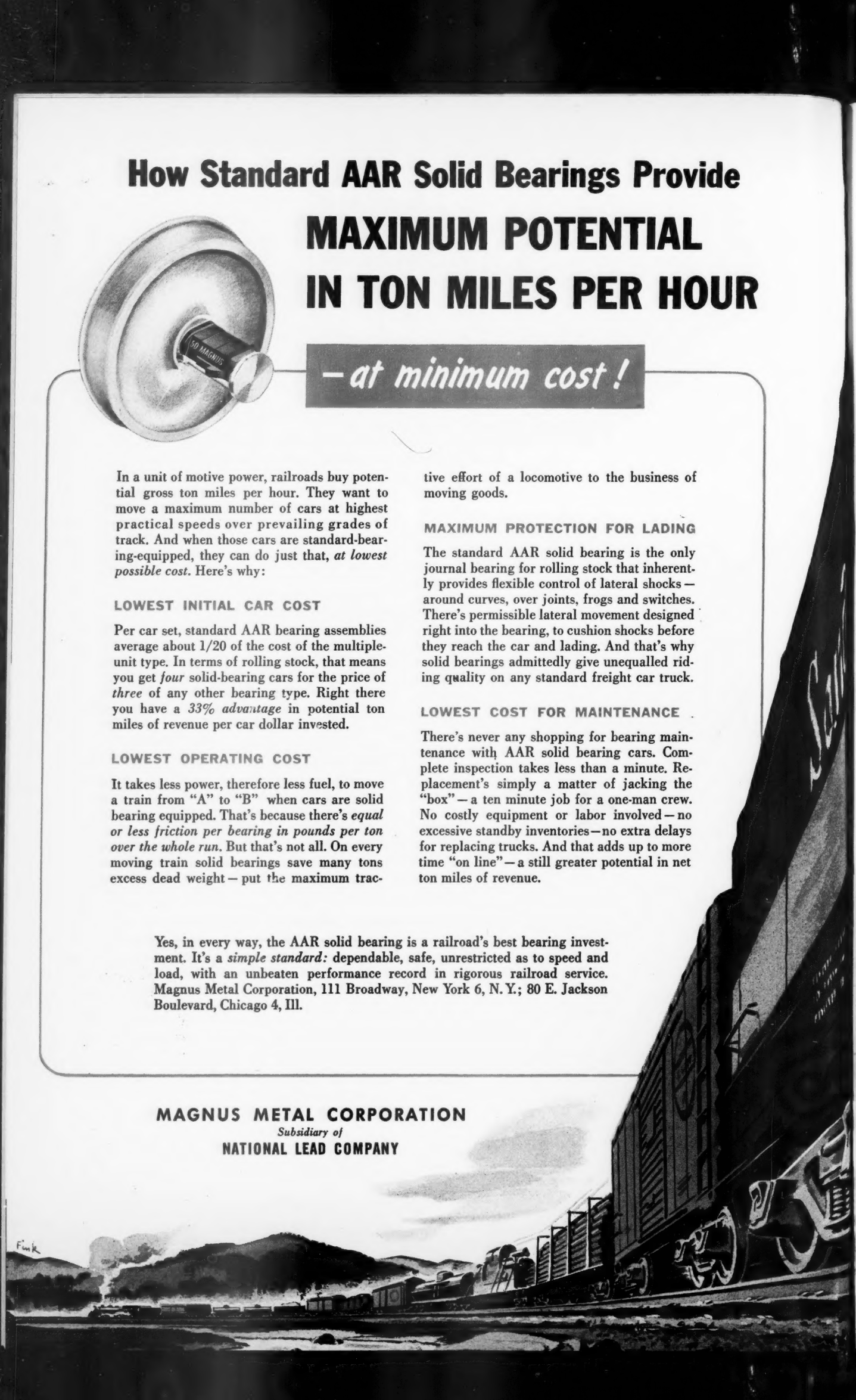
The standard AAR solid bearing is the only journal bearing for rolling stock that inherently provides flexible control of lateral shocks — around curves, over joints, frogs and switches. There's permissible lateral movement designed right into the bearing, to cushion shocks before they reach the car and lading. And that's why solid bearings admittedly give unequalled riding quality on any standard freight car truck.

LOWEST COST FOR MAINTENANCE

There's never any shopping for bearing maintenance with AAR solid bearing cars. Complete inspection takes less than a minute. Replacement's simply a matter of jacking the "box" — a ten minute job for a one-man crew. No costly equipment or labor involved — no excessive standby inventories — no extra delays for replacing trucks. And that adds up to more time "on line" — a still greater potential in net ton miles of revenue.

Yes, in every way, the AAR solid bearing is a railroad's best bearing investment. It's a *simple standard:* dependable, safe, unrestricted as to speed and load, with an unbeaten performance record in rigorous railroad service. Magnus Metal Corporation, 111 Broadway, New York 6, N. Y.; 80 E. Jackson Boulevard, Chicago 4, Ill.

MAGNUS METAL CORPORATION
Subsidiary of
NATIONAL LEAD COMPANY



RAILWAY AGE

PUBLISHER . . .
Samuel O. Dunn

EDITOR . . .
James G. Lyne

MANAGING EDITOR . . .
C. B. Tavenner

WESTERN EDITOR . . .
William H. Schmidt, Jr.

NEWS EDITOR . . .
Gardner C. Hudson

WASHINGTON OFFICE . . .
Water J. Taft
Joe W. Kizzia

ELECTRICAL DEPARTMENT . . .
Alfred G. Oehler

TRANSPORTATION DEPARTMENT . . .
Robert G. Lewis

MECHANICAL DEPARTMENT . . .
C. B. Peck
E. L. Woodward
H. C. Wilcox
C. L. Combes
G. J. Weihofen

ENGINEERING DEPARTMENT . . .
M. H. Dick
Walter L. Turner, Jr.
Henry E. Michael
Norris V. Engman
Radford E. Dove

PURCHASES & STORES DEPARTMENT . . .
John W. Milliken

EQUIPMENT & FINANCIAL NEWS . . .
Fred C. Miles

SIGNALING AND COMMUNICATIONS DEPARTMENT . . .
John H. Dunn
Maurice Peacock

WESTERN NEWS DEPARTMENT . . .
Arthur M. Cox, Jr.

ASSOCIATE EDITOR . . .
Charles Layng

LIBRARIAN . . .
Edith C. Stone

EDITORIAL ASSISTANT . . .
Elaine C. Farrar

PUBLIC OPINION AND THE RAILWAY UNIONS

In a prolonged controversy—such as that in which railroad management is involved in its effort to protect the industry from complete expropriation by the unions—the side which consistently bases its position on observable facts will, in the long run, be the one to win the converts. Professors and jurists who have interested themselves in "labor problems," and who have thus qualified themselves to serve as members of "emergency boards" and other mediation agencies, have had the opportunity to learn a lot in the past fifteen years. The many emergency board reports during recent years justify the conclusion that, gradually, the intellectuals who specialize in labor problems have come to know a great deal more than they used to know about the true state of railroad finances; and likewise about the degree of truth which exists in the farsighted conservatism which was once widely attributed to the railway union leaders.

This trend of informed opinion is strikingly exemplified in the able and discerning report of the Presidential board on the demands of the trainmen and yardmasters—reviewed elsewhere in this issue. This report will doubtless run the course of most such reports during the past 8½ years. That is, the railroads may be expected to accept the report and the organized brethren may be expected either to take exceptions to it or to reject it. Unless their behavior, this time, violates their recent well-established practice, no one need be surprised if they threaten to strike, or actually strike in the effort to win concessions in addition to those adjudged to be their fair due.

Politics Again to Blame

The temptation to partisan moral judgments is strong in such a controversy, but it should be reasonably obvious that it was external political forces rather than original sin on their own part which jockeyed the leaders of the unions into their present uncomfortable position of trying to extract blood from a turnip. The late President Roosevelt encouraged contemptuous treatment of Presidential boards by the railway unions when, in the 1941 wage case, he failed to rally public opinion behind the report of the emergency board he had named in that dispute, as contemplated by law. Instead, he gave his 1941 board the humiliating assignment of wheedling additional concessions from the railroads, beyond those which the board had determined by judicial process to be fair.

Since that time the leaders of the railway unions have been on notice, which it is politically difficult and perhaps impossible for them to ignore, that they are under no effective obligation to accept emergency board reports; and they have seldom done so. Mr. Roosevelt destroyed the effectiveness of the emergency board as the court of last resort for the demands of the railway unions, and, in practical effect,

invited the unions to go beyond the emergency board to exact more concessions, which they have with few exceptions proceeded to do.

The remedy for the industrial warfare which inevitably followed Mr. Roosevelt's removal—so far as the unions are concerned—of the "teeth" from the Railway Labor Act is to put the "teeth" back in the act, by legislation so specific that it cannot be set aside again by the mischievous whim of a political administrator. To put the "teeth" back in the Railway Labor Act is the purpose, and the only purpose, of the Donnell Bill (*Railway Age*, May 13, 1950, page 35) now pending before Congress. If the lawmakers do not relish the principle of "compulsory arbitration" embodied in the Donnell Bill, then they might as well confess the impotence of *any* plan for preventing industrial warfare on the railroads, and junk the Railway Labor Act altogether.

Only Two Alternatives

The leaders of the railway unions, as sensible men, must realize that the American people cannot tolerate the periodic interruptions or threats of interruption to railroad service which have now become endemic, with the law and administrative practices at present prevailing. Such threats to continued service, and actual strikes, can be avoided by either of two means —(1) putting "teeth" in the Railway Labor Act as the Donnell Bill provides or (2) repealing the Railway Labor Act and all other statutes which make it difficult or impossible for railway management to replace striking workers with new employees. If the railroads were not hindered by law from replacing striking employees and from getting injunctive relief from the courts, then strikes on the railroads would not shut down railroad service and the public interest would not suffer.

It surpasses easy belief that Congress will continue indefinitely to invite railroad strikes by refusing either to outlaw industrial warfare on the railroads or to make it possible for the railroads to provide continuous service in spite of strikes.

The railroads are pursuing a farsighted policy in abandoning the simple defensive in this perennial controversy, and by making counterdemands for the correction of some of the unconscionable "featherbedding" practices which afflict the industry; and by introducing evidence to establish the industry's precarious financial and competitive position. This highly pertinent information is plainly making a profound impression in intellectual circles and among "opinion leaders." The more the unions demand of the railroads, the more they cause the appointment of emergency boards which, in turn, are proving to be a highly effective educational device for attracting the attention of the leaders of public opinion to the siuation of the railroads and to the practices of the railway unions.

Superficially, it may look to some, with the law as it stands, as if the unions had the railroads "in a box," and a bad one at that—but that is only the situation as it exists today. It is *trends* which ultimately settle these controversies. Anybody familiar with the facts knows that the railway unions are rapidly destroying their reputation for "conservatism" by strikes and threats of strikes; and that their insatiable demands are having the effect of giving the public an ever-expanding knowledge of "featherbedding" practices on the railroads—knowledge which cannot fail to continue undermining the prestige of the unions and the Railway Labor Act as well. This trend of opinion will ultimately make itself felt to correct anti-social behavior by the unions —and it may become punitive rather than merely corrective, if the acceptance of reasonable remedial measures by the unions is unduly delayed.

Those who look upon the railway unions as an integral part of the railroad industry, and would be happy to see them prosper along with all other segments of the industry, can take little comfort in the withdrawal of most of the unions from cooperative action with railroad managements on questions where the interests of both parties are identical. The unions have shown their skill at getting at least their share of all the gross revenues the railroads earn—and when union leaders refuse to cooperate with management in steps to increase gross railway revenues, the situation is a good deal like that of the man who cut off his nose to spite his face.

A FOUNDATION STONE OF AMERICAN RAILROADING

The annual meeting of the Mechanical Division of the Association of American Railroads which begins Monday at the Congress Hotel, Chicago, brings to mind a question which has often been the subject of discussion among railway men and others associated with the business of conducting railway transportation in North America. Much of this discussion begins with expressions of dissatisfaction with an alleged lack of progressiveness on the part of the A.A.R., particularly with respect to rolling-stock and motive-power developments.

Before appraising the work of the Mechanical Division, it must be kept in mind that the A.A.R. is essentially a voluntary organization. Its faults of omission in not moving fast enough to satisfy the most forward-looking and, perhaps sometimes reckless, advocates of change are inherent in that fact. The positive action which such organizations can take seldom advances far beyond the least common denominator of the ideas of the membership. But the alternative is a totalitarian type of organization under command of a despot. Despots might or might not

hold advanced ideas with respect to technical progress, so, in the long run, they would probably please our impatient advocates of progress no better than they are pleased now.

It must be admitted that the committee reports of the Mechanical Division lack glamor such as is felt in the reports of some of the early work of the old Master Car Builders' Association when it steered the railroads through the selection and adoption of the air brake and the vertical-plane coupler. But the hard and painstaking work which has since been done by the Mechanical Division and the manufacturers involved in these two fields alone compares favorably in the ingenuity and quality of engineering involved with that in the more recently pioneered and, therefore, more glamorous developments in air transportation. The modern standard coupler is a marvelous organiz ation of working parts, all of which are assembled as cast.

It is the purpose of this comment to review briefly the kind of work which the Mechanical Division is doing now and has been carrying on for many years. Such a review will develop no facts which are not well known within the division itself, but, together, they may serve to fill in a part of the railroad picture not so well defined to men in other departments.

One extremely useful job being performed by the Mechanical Division is that of its mechanical inspection department in checking wheel-shop performance, air-brake maintenance, journal-box servicing, welding and reclamation. This work is, in a measure, associated with the Wheel and Axle Manual in improving the quality of the workmanship and output of railroad wheel shops all over the country.

Another aspect of the work of the Mechanical Division of tremendous importance to the railroads in protecting their position with respect to one type of freight traffic is the work of the Refrigerator Car Research Bureau organized in March, 1946. As has been true in the cases of many other developments during the history of the railroads, this agency of the Mechanical Division cannot be credited with the whole responsibility for whatever results come out of the work now being done to improve railway refrigeration. There are the U. S. Department of Agriculture and the organized participation of shippers of various commodities as well as the designers of the car builders and refrigerator-car lines. As has happened frequently in the past, however, the Mechanical Division is a guiding and coordinating agency in this project.

Then there are the research projects pertaining strictly to problems of rolling-stock operation and maintenance for which the division has been responsible. Some of these have produced several progress reports during the years in which they have been under way; others are just getting well under way. Within the past sixteen years the division has been responsible for studies on the sweating of steel car roofs; comparative stresses in the structural members of box cars; freight-car trucks and truck springs, the first report on which was rendered in 1937 and which has since expanded into the Cooperative Freight Truck and Snubber Research project; passenger-car-axle tests, on which, to date, eight progress reports have been issued; steam locomotive counterbalancing; locomotive crank-pin tests; and tests on lubricants both for plain and anti-friction bearing journal boxes. The plain-bearing lubrication tests are the subject of an article appearing elsewhere in this issue.

These projects, some of which have been conducted in cooperation with the Engineering Division, have exercised constructive influence on equipment design and improvements in standards, the effects of which are felt in improved reliability of railroad service and in reduced cost of equipment maintenance.

No appraisal of the Mechanical Division is complete which does not recognize the importance of the work of the standing committees reflected in their reports from year to year. The fact that many of the changes recommended in these reports are technical and that some of them deal with minutiae of design and rules in no way detracts from their importance as a part of a sum total of steady improvement in the reliability of equipment in interchange operation, as well as in its relation to lading.

This is not a whitewash of the Mechanical Division, which must answer for itself criticisms of omissions by those not satisfied with its progress in specific directions. Enough has been said, however, to make it clear that the Mechanical Division as it is today constitutes one of the principal foundation stones on which the present structure of American railroads is built.

"THE OLD SHENANIGAN . . . . "

"You people in Louisiana know the story on subsidized inland waterways. At exhorbitant cost in taxes the government has come into Louisiana under the guise of 'cheap' transportation and dug outdated barge canals. Hundreds of other economically unsound canal and power projects fostered by the national government all bear the same pork barrel character. Here's how it goes:

"First, local businessmen collaborate with legislators to 'get their share of federal funds,' as they innocently phrase it. Legislation is introduced for initial funds to get the project started. Then a relatively small amount of money is appropriated for preliminary excavation and construction. When the money runs out, the local businessmen and legislators effect a long face and say how imperative it is to 'just put in a few more million' to finish the project.

"And so it goes. Money out of the taxpayer's pocket into the pork barrel. Funny thing is, the old shenanigan still works."

—From an address by J. B. Shores, director of public and employee relations of the Texas & Pacific, before the Rotary Club of Mansfield, La.

A. K. Galloway
Chairman

V. R. Hawthorne
Executive Vice-Chairman

Three-Day Meeting

The Mechanical Division of the Association of American Railroads will convene its twenty-fourth annual meeting in the Gold Room of the Congress Hotel, Chicago, on Monday, June 26. The program calls for a three-day meeting, the first session opening at 10 a.m. on Monday and those on the succeeding two days at 9:30 a.m. Chicago Daylight Saving Time. The sessions will adjourn at 5 p.m. on Monday and Tuesday and as soon as the program is completed on Wednesday.

There are five addresses on the program, three during the opening session on Monday and two during the Tuesday morning session. J. W. Barriger, president of the Chicago, Indianapolis & Louisville; J. H. Aydelott, vice-president, Operations and Maintenance Department, A.A.R.; and A. K. Galloway, general superintendent motive power and equipment, Baltimore & Ohio, and chairman of the Mechanical Division, are the speakers for Monday. W. J. Patterson, member, Interstate Commerce Commission, and K. C. Underwood, president, Merchants Despatch Transportation Corporation, will speak on Tuesday. No addresses are on the Wednesday program.

PROGRAM

Monday, June 26
10 a.m. to 5 p.m.

Meeting called to order.
Address by J. W. Barriger, president, Chicago, Indianapolis & Louisville
Address by J. H. Aydelott, vice-president, Operations and Maintenance Department, A.A.R.
Address by Chairman, Mechanical Division, A. K. Galloway, general superintendent motive power and equipment, Baltimore & Ohio
Action on Minutes of annual meeting of 1949
Appointment of Committees on Subjects, Resolutions, etc.
Unfinished Business.
New Business:
- Report of General Committee
  A. K. Galloway, Chairman
- Report of Nominating Committee
  G. P. Trachta (chairman), retired general superintendent motive power, Chicago, Rock Island & Pacific

Discussion of Reports on:

- Locomotive Construction
  H. H. Lanning (chairman), mechanical engineer, Atchison, Topeka & Santa Fe
- Steam and Electric Locomotive Section
  C. H. Knowlton (vice-chairman), assistant engineer equipment, New York Central system
- Diesel Locomotive Section
  A. G. Hoppe (vice-chairman), engineer of research and development, Chicago, Milwaukee, St. Paul & Pacific
- Gas-Turbine Locomotive Section
  H. C. Wyatt (vice-chairman), assistant general superintendent motive power, Norfolk & Western
- Safety Appliances
  R. G. Henley (chairman), general superintendent motive power, Norfolk & Western

# of Mechanical Division Begins June 26

Tuesday, June 27
9:30 a.m. to 5 p.m.

Address by K. C. Underwood, president, Merchants Despatch Transportation Corporation

Address by W. J. Patterson, member, Interstate Commerce Commission

Discussion of reports on:

Arbitration
J. A. Deppe (chairman), superintendent car department, Chicago, Milwaukee, St. Paul & Pacific

Prices for Labor and Materials
T. J. Boring (chairman), general foreman, M. C. B. Clearing House, Pennsylvania system, Altoona, Pa.

Brakes and Brake Equipment
J. P. Lantelme (chairman), general foreman, Pennsylvania

Geared Hand Brakes
E. P. Moses (chairman), engineer car equipment, New York Central system

Loading Rules
W. B. Moir (chairman), chief car inspector, Pennsylvania

Special Committee on Lumber Loading
F. A. Shoulty (chairman), assistant superintendent car department, Chicago, Milwaukee, St. Paul & Pacific

Specifications for Materials
W. F. Collins (chairman), engineer of tests, New York Central system

Couplers and Draft Gears
H. W. Faus (chairman), engineer locomotive equipment, New York Central system

Lubrication of Cars and Locomotives
R. E. Coughlan (chairman), chief metallurgist and engineer tests, Chicago & North Western

Development of Hot-Box Alarm Devices
J. R. Jackson (chairman), mechanical engineer, Mechanical Division, A.A.R.

Wednesday, June 28
9:30 a.m. until program is completed

Discussion of reports on:

Tank Cars
L. R. Schuster (chairman), engineer car construction, Southern Pacific

Wheels
E. E. Chapman (chairman), mechanical assistant, Atchison, Topeka & Santa Fe

Car Construction
L. H. Kueck (chairman), assistant chief mechanical officer, Missouri Pacific lines

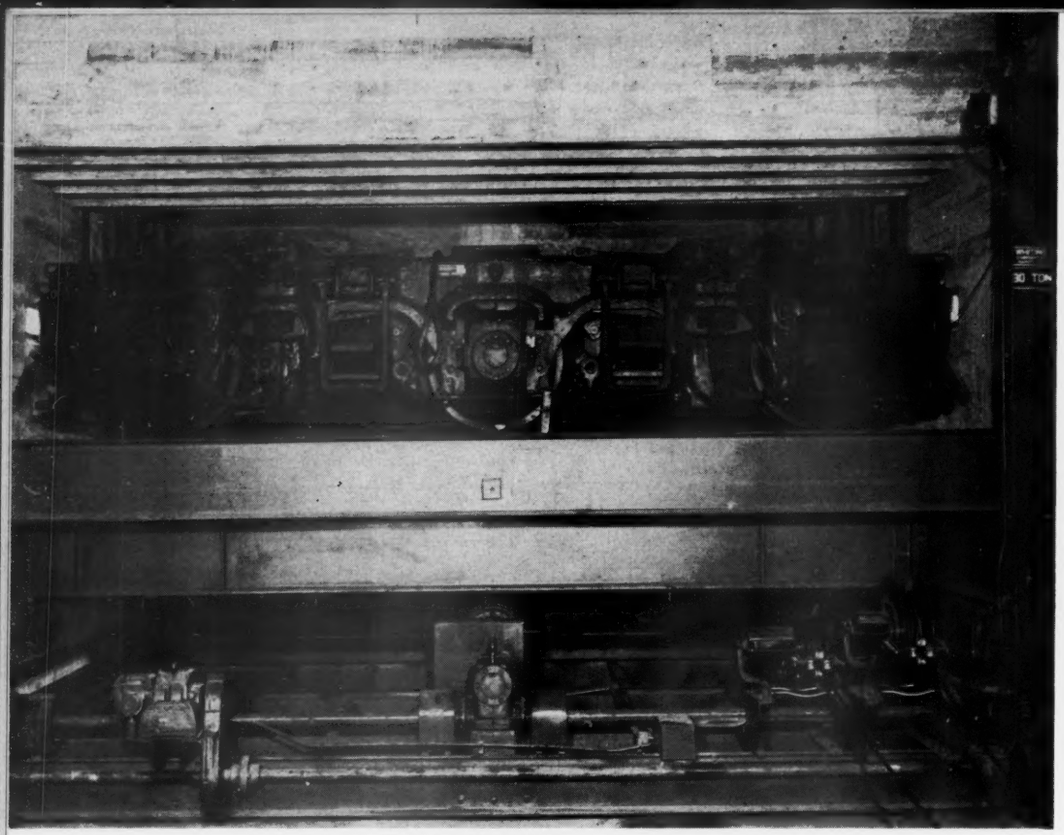
Election of members of General Committee and Committee on Nominations

Report of Committee on Resolutions

Adjournment

"We are faced with very serious problems of intensely increased cost of operation and we cannot escape competition. Management has a right to look to the men for better and more efficient service and the kind of things that will improve our service and our equipment and enable us to meet competition in its various forms. In turn, the men should have a better knowledge of the problems of management as such. Frank discussion between employer and employee will bring about the understanding partnership required in present-day labor relations."

—*Donald Gordon, president of the Canadian National.*



Because little clearance is available between the ends of a six-wheel truck and the walls of a 23-ft. pit, a minimum top length of 23½ ft. is now recommended where six-wheel trucks are handled

DIESEL REPAIR PRACTICE AND FACILITIES

Facilities tend toward standardization with emphasis on converting existing structures while repair practices show more individuality

One of the things revealed by a study of the changes taking place in Diesel locomotive maintenance facilities is an apparent increase in confidence on the part of railroad men as to what is needed for the efficient operation and maintenance of this type of motive power.

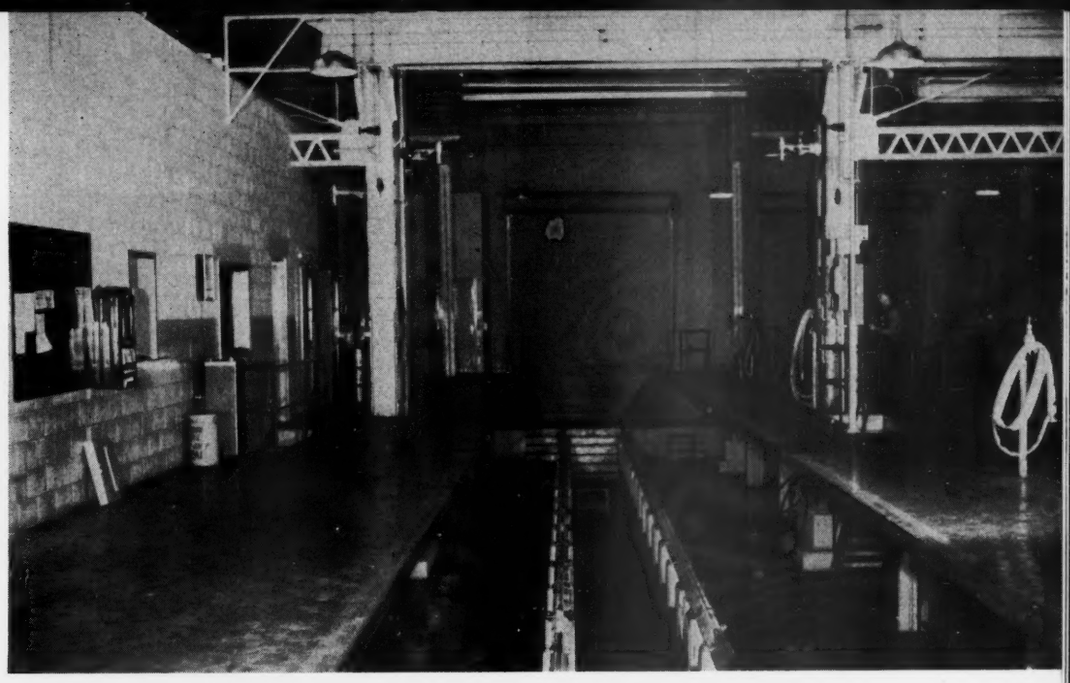
When the Diesel-electric locomotive first appeared there was a marked tendency to keep expenditures for maintenance facilities to a minimum, apparently for two principal reasons. The degree to which Diesel power would supplant the steam locomotive was not realized, and there was an understandable reluctance to spend large sums of money for maintenance facilities for something that was so little understood that procedures and layouts decided upon one day might be substantially changed the next as experience was gained with the new locomotives.

Today the picture is different. With over 11,000 units in service totaling some 15 million horsepower, the railroads know pretty well what they need to maintain a Diesel fleet. They are gradually taking on more of the repair and reconditioning work in their own shops as they acquire more knowledge of the intricacies of Diesel engines and electrical equipment, and as the volume of repairs has increased. Some roads have learned from over a decade of experience with Diesel power, while others gain the necessary information from roads with experience and from manufacturer's representatives.

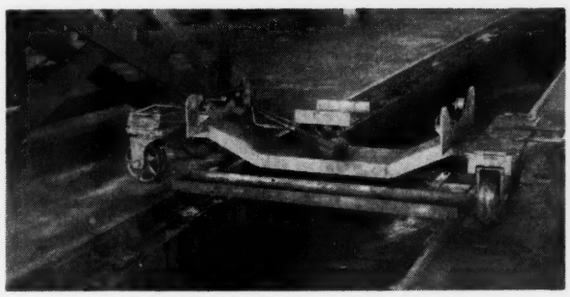
The net result is a pattern that is becoming increasingly standardized at the same time that more individuality is being shown. Most shops and servicing terminals are basically similar in layout with the major interior facilities falling into a few standard patterns. Individuality is being shown more and more in maintenance methods, types of machinery employed and in jigs and fixtures developed by the various lines to simplify the work. A good example of this individuality is in the different thinking on honing. Some roads machine and hone all cylinder liners that are reconditioned. Others hone only where a small amount of metal is to be removed, and do so in place of machining. A third group never hones liners, feeling that too smooth a surface is obtained which delays the time required for the rings to wear in.

Trends in Modern Shop Design

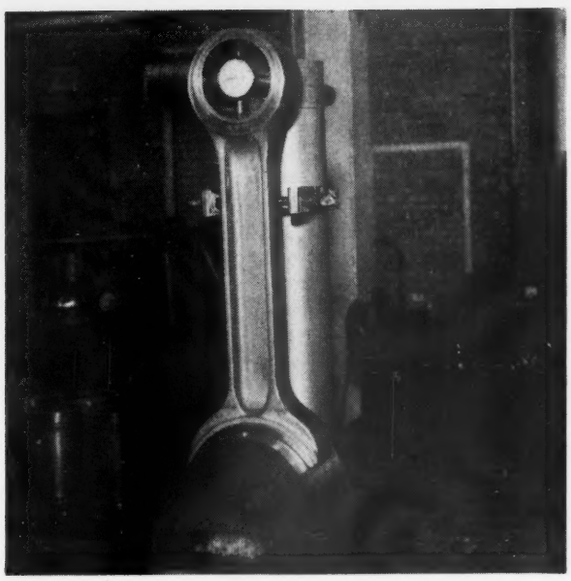
Efficient repair shops and servicing facilities are housed both in new structures and in existing steam maintenance buildings. Some roads prefer the former because the layout can be made exactly as desired, and because existing steam facilities are frequently in locations which do not blend well with Diesel operation. There is, however, increasing interest in utilizing existing structures for a number of reasons. Usually the conversion can be made for a quarter to half the cost of a completely new layout. The steam shops are in-



Two good practices in shop layout are illustrated at the right. Making the concrete posts T-shaped keeps all posts 8 ft. away from the nearest track and leaves good working space for men and trucks. The rail supports are single posts to permit access to the pits at any point and to reduce obstructions to light and ventilation to a minimum



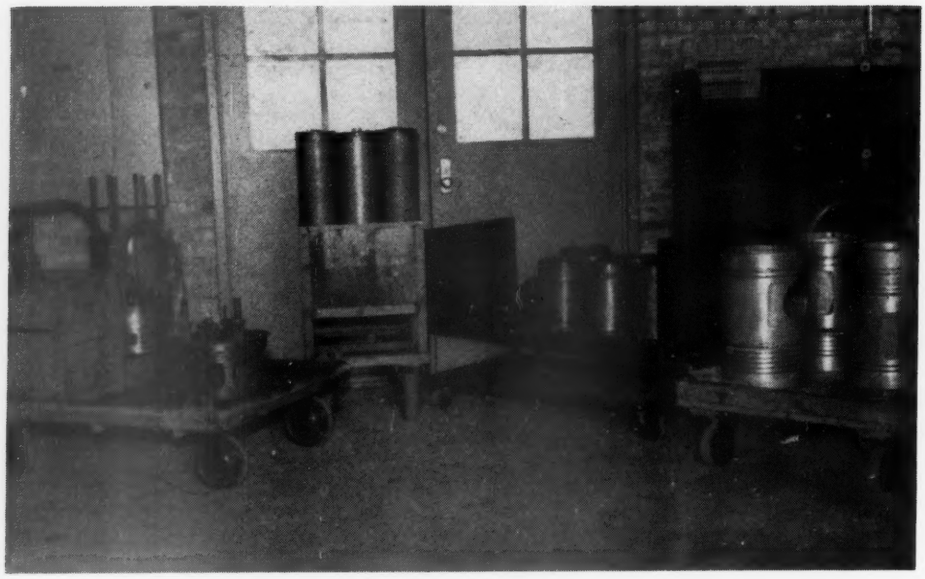
One of many railroad-built devices for simplifying maintenance work, this cart is used in removing air reservoirs mounted transversely. The drum rests on the four small rollers to eliminate a transfer for the hammer test. The cart moves either sideways or forward, the left wheels being in position for the former movement and the right wheels for the latter



Arrangement to check connecting rods for twist with a dial gage

In Diesel shops with through tracks a crossover bridge is necessary to permit travel from one deck level platform to another while at the same time permitting continuous passage on the depressed floor level. When a locomotive is to be moved the platform is dropped down to form a bridge for the locomotive to cross over

Injector holes can be rebuilt by inserting a steel cylindrical plug into the hole and tack welding it in place. The inert-gas shielded-arc welding method is then used to make multiple passes around the plug and across any cracks to the valve seats



Four useful hand trucks for moving Diesel parts within the shop

variably large enough to permit concentrating Diesel repairs at one or a few points, which is more efficient than scattering the repairs, and there is room for future expansion without additional present cost.

Most steam facilities have the necessary machine shops, material handling equipment and track space for complete heavy repairs to Diesel locomotives. A good proportion of the steam facilities, including even the boiler and blacksmith shop, can be used, particularly in repairing damage from a wreck. Relocation is not required for the continued use of existing machinery, such as horizontal boring, drilling and milling machines for crank-case repairs, boring traction motor frames, and A-frame work; vertical turret lathes for reboring boxes and for connecting-rod work; and large lathes for traction-motor and generator shafts.

The tendency to use existing structures appears likely to grow in popularity. Many roads have no intention of replacing entirely their steam locomotives, and, on those that do, the replacement will take many years. There is, therefore, a continuing demand for a portion of the steam repair space for repairing steam power. As the Diesel fleet continues to grow and the steam fleet declines, additional shop space can be taken over for the Diesel work, thus minimizing duplication of facilities during the interim period when both types of power are used.

The layout of Diesel running maintenance shops, whether housed in new or old structures, follows a fairly fixed pattern with little essential variation between roads, and the same is true of heavy repair shops. The differences that do exist are usually minor. For example, some roads use a platform height at the level of the top of the door curb. Others favor a platform at the level of the locomotive floor itself, on the theory that a workman will step over the curb anyway, and that it is easier and safer to keep the walking level constant. Most shops have drop tables with a top length of 23 ft., while newer installations are leaning toward 23 ft. 6 in. where six-wheel trucks are handled because of the limited clearance between the ends of the truck and the pit walls when the 23 ft. length is used.

One noticeable characteristic of modern Diesel shops is the careful attention given to material handling. This applies not only to reducing the distance of travel but to increasing the actual efficiency of the movement, and to minimizing the number of times parts and materials must be handled.

Special conveyances have been built or bought to handle a wide variety of objects ranging from heavy Diesel engines to small filters. All serve the same purpose—to move things from one point to another in the least possible time at the least possible cost. The main difference caused by the size of the article to be moved is the ratio between the numbers of the parts moved to the numbers of conveyances required, e.g., several dozen filters may be moved on one cart while two to four dollies are needed to move one Diesel engine.

There is a decided tendency toward combining the handling operation with the storage of parts. Many shops have storage racks mounted on wheels for holding and transporting groups of assemblies comprising the Diesel engine head, liner, piston, connecting rod and gasket. There is an almost infinite variety of conveyances for moving or for both moving and storing the many parts that go to make up a Diesel locomotive.

One change that is taking place gradually but progressively and continuously is the development of individual maintenance methods. Ten and more years ago every shop and every railroad did every job in essentially the same way with essentially the same equipment. With the multiplied use of Diesel power and the increased portion of total operating expense ascribable to the maintenance of this power, more attention is being devoted to developing ways to improve the quality of repair work and to do it cheaper. Today ingenuity is being displayed in hundreds of ways throughout the country in the development of gadgets and fixtures to

make the work easier and safer, and to do it better.

Filters are cleaned either with commercial installations, modified in some cases by the owning road, or in layouts designed by shop forces. One line has built a single layout to clean and store all types of locomotive filters. It consists essentially of a cleaning vat, a monorail crane for dipping the parts into the cleaning vat and for transferring them; a long, heated metal cabinet with an entrance on one end and exit doors along the sides near the other end, part of which is for drying and part for storing; and a rack for assembling drum-type filters with renewable inserts. Another road has developed a specialized cleaner and dryer for circular filters which performs the entire operation in about twenty minutes. It consists of a tank, inside of which is placed a length of 2-in. pipe perforated with $\frac{1}{8}$-in. holes. The filter is placed over the pipe, and cleaned by forcing mineral spirits through the perforations. When cleaned, it is placed on the shaft of an old feedwater pump operated by air and centrifugally dried.

Welding offers a good example of how cooperation between the railroads and the manufacturers can cut maintenance costs. Its use has been extended to a variety of operations ranging from locomotive body repairs to reclaiming engine parts, and to both ferrous and non-ferrous metals. Locomotives badly damaged in wrecks have been repaired using gas for removing bent sections and arc welding for applying new sections.

Broken cast-iron engine bases have been repaired at an estimated saving of $5,000 each compared with the cost of new bases. Cast-iron cylinder heads are repaired for a tenth to a third the cost of new heads. Reclaimed valves have given several times the service life of new valves.

The inert-gas shielded-arc welding process has opened up new horizons for Diesel maintenance welding, particularly for aluminum parts, and for cast iron as well. Aluminum pistons are reclaimed by this process for about $15, or a tenth the cost of a new one. Other aluminum parts readily repaired by the inert-gas method include cooling fan blades, gear-box casings and radiator cooling headers. One road alone uses inert-gas shielded-arc welding for 14 aluminum, 4 alloy-steel and 4 cast-iron parts.

Shop-Made Repair Tools

As shop personnel have become more experienced in the maintenance of Diesel locomotives they have developed innumerable tools, jigs and fixtures to help them in their work. Some of these were built to overcome a handicap in a particular shop, but most have application to shops and servicing points in general.

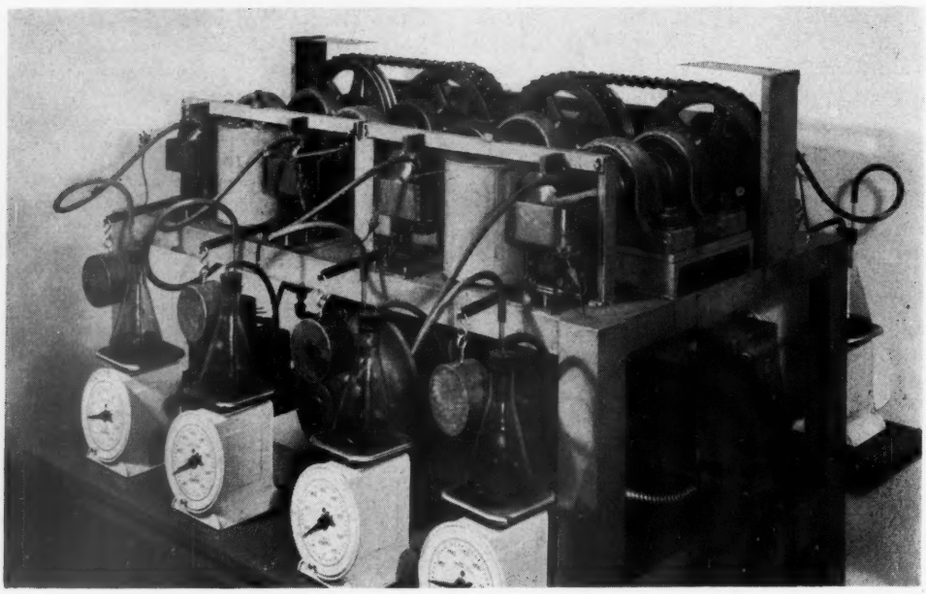
Devices have been built to remove pinions without damaging the pinion, shaft or pinion nut thread, and to mount the pinion without danger of positioning it too far on the shaft, the latter device being a micrometer gage which automatically sets the amount of draw. Traction-motor ring gears are reground accurately and quickly with a portable grinder with electric drive and hydraulic feed.

One shop has built a block on which connecting rods are checked for twist with a dial gage. A number have built jigs for assembling and dismantling connecting rods. Several piston-ring applicators have been built to avoid breaking the rings during placement on the piston. Special gages handle a wide variety of work among which are checking valve-stem lengths and the distance between the cam shaft and the blower stub shaft. A press attachment removes Diesel wheels at the gear end of the axle without disturbing the gear fit. Another puller can remove and apply a Diesel wheel bearing in 30 minutes.

One road alone has developed around fifty gadgets for doing Diesel work better and cheaper. Included among these are a small holder which greatly simplifies the taking of piston clearance leads, a dial indicator that reads the lead in a few seconds, a gage to check the P-pipe assembly, a jack to hold the fork rod while pulling the blade rod and a second jack that removes the head without disturbing the liner seals. Other devices range from a needle made from welding rod to apply the blower thread gasket to a machine that cleans harmonic balancer spring packs in an hour.

Heavier equipment developed by the railroad includes storage racks for top deck covers in an enginehouse and racks for dipping and storing nearly all the parts that come off the engine during rebuilding. Special stands are used for cleaning heads and for grinding heads. A conventional drill press has been adapted for reconditioning the valve seats in the heads. A buggy stores lubricating oil during engine repair work when the oil is in satisfactory condition for additional mileage, and filters it during the interval. The body and running gear of the locomotive are handled more efficiently with devices for compressing the springs to apply safety hangers and spring hangers, racks for wheeling trucks and a device for milling engine bed plates that have become misalined.

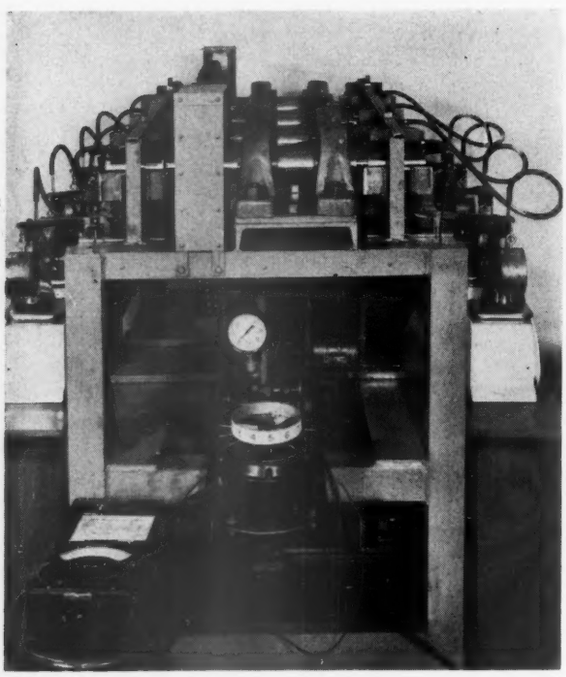
To reach Squaw Brook, Me., a lonely outpost of 13 people on the continent-wide main line of the Canadian Pacific, U. S. census enumerator Roland Russell, of Brownville Junction, Me., could make it only by railway track motor. It was a big day for the entire populace—all C. P. sectionmen and their families—pictured here gathered around the census official. Squaw Brook is 325 mi. north of Boston as the crow flies, and about half-way on the 202-mi. stretch of C. P. track which runs through Maine from the eastern border of Quebec to New Brunswick



The eight-journal dynamic testing machine

All "Spooler and Cops" Disqualified

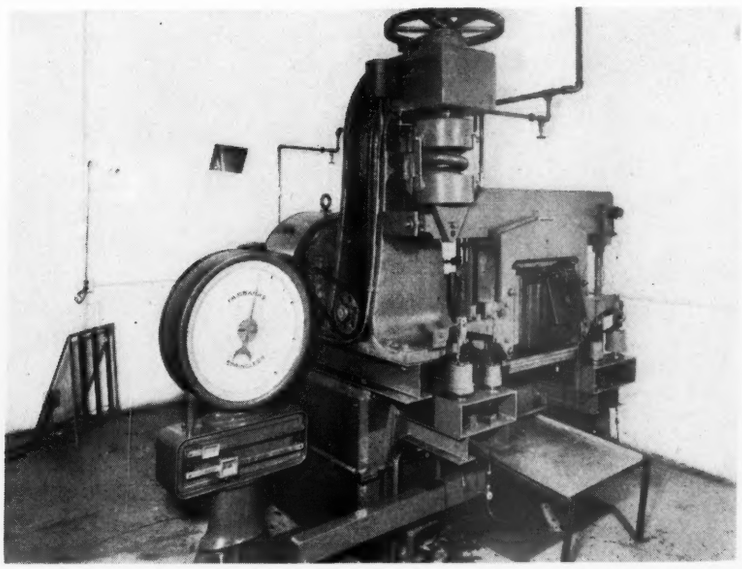
A.A.R. Mechanical Division research indicates that a more restrictive specification for journal-box packing threads may help in the effort to reduce hot boxes



Another view of the eight-journal machine

In case there is any doubt as to the meaning of "spooler and cops," or any tendency to associate the title of this article with incompetent policemen, it should be explained that the words are common in the textile industry and refer to threads wasted at various stages in the weaving process and subsequently incorporated with undesirable results in railway journal-box packing. The "proof of the pudding is in the eating," and part of the answer to hot-box epidemics and generally low mileages per lubrication failure with plain-bearing journals in interchange freight service is the presence of unsatisfactory thread types and grades in journal-box packing, and car oil without the necessary hot-cold characteristics.

Of the dozen or more intensive practical researches now being conducted by the Mechanical Division of the Association of American Railroads under the general direction of J. R. Jackson, mechanical engineer, the current investigation of journal-box packing requirements for improved performance is perhaps potentially the most important single one. The first progress report, issued under date of September 30, covered essentially "screening" tests of commercially available wool, cotton, rayon and mixed threads, and finished packings recommended by various waste manufacturers, the test waste packs being saturated with renovated car oil and put



A test machine installed in an insulated room where temperatures can be varied from +100 to —30 deg. F.

through a prescribed "W-O" (waste-oil) schedule of tests on the eight-journal dynamic testing machine under summer temperatures at the Indianapolis Lubrication Laboratory.

How Packings Were Rated

To summarize briefly, the packings were rated as regards rise of bearing temperature above atmospheric, excess oil delivered to journals, oil absorption and retention, resiliency and bulk, tendency towards thread risers and packing roll, the classifications including *A* (outstanding), *B* (acceptable), *C* (questionable) and *D* (disqualified). All woolen threads were given an *A* or *B* rating; all soft and hard slasher threads, *B;* all warp, *B;* all "spooler," *C;* "spooler and cops," *D;* rayons, *D,* except one rayon slasher, rated *B;* all finished packings, *A* or *B,* except some cotton mixtures with a high percentage of slasher threads which were rated, *C.*

Other progress reports based on cold tests using the full-size 5½-in. by 10-in. testing machine in the temperature-control room at Indianapolis are expected to be issued soon and evaluate packing combinations which passed the first screening tests. The characteristics tested will include starting and running frictions, power input, acceleration, lubrication efficiency, etc., under critical conditions of oil film when speeds are reduced abruptly from 60, 80 and 100 m.p.h. speed levels.

Test Crew and Equipment

The Indianapolis Lubrication Laboratory, located at the plant of the Railway Service & Supply Corp., Indianapolis, Ind., has been used periodically by the A.A.R. Mechanical Research organization since 1942, and on a contract agreement between the owner and the association since 1946. All tests have been made as directed by Mr. Jackson, with H. H. Wormser, mechanical assistant, A.A.R., serving as resident engineer until July 1, 1949, and valuable assistance rendered by L. D. Grisbaum, chief engineer, L. G. Taylor, chief chemist, and K. W. Brossart test-plant supervisor, of the Railway Service & Supply Corp.

The special dynamic testing machine, designed and built for A.A.R. mechanical lubrication research, is a four-spindle, eight-journal machine, driven by a 7½-hp. motor. The four spindles, mounted in parallel, are driven at a constant speed of 934 r.p.m. by V-belts. The journals are half the size of conventional 5½-in. by 10-in. car axle journals, namely, 2¾ in. by 5 in.

The bearings are special babbitt-lined, bronze-back bearings, proportioned to the conventional A.A.R. journal bearing and fitted with "lint slots" in the linings. The lint slot on the rising side of the journal is connected to a vacuum system made a part of the apparatus, which draws off the excess oil from the journal surface into flasks mounted on weighing balances. The vacuum is maintained by a 1-hp. electric-motor-driven vacuum pump.

The oil cellars, proportioned to the dimensions of the conventional journal box, are made slidable vertically, so that two relationships of the oil cellars with respect to the journals are provided for as follows: (1) Constant volume, with cellars mounted on fixed stops to maintain a constant distance between the journal and the cellar; (2) constant weight, with cellars slidable vertically and mounted on a leverage system, dead weighted to maintain a constant unit pressure of the packing against the journal.

The full-size testing machine at the Indianapolis laboratory is, in essence, a shaft with a standard A.A.R. 5½-in. by 10-in. journal and bearing mounted on two spherical roller-bearing pillow blocks. The bearing under test is mounted on one end of the shaft, the other end being driven by a 40 hp. variable speed d.c. motor. The axial load is applied to the test bearing by a jack acting on a coil spring nest. Its magnitude is measured through a linkage by a mechanical scale. Lateral motion of the test bearing is not restricted, but no lateral forces are applied.

The test machine is now located in a room insulated

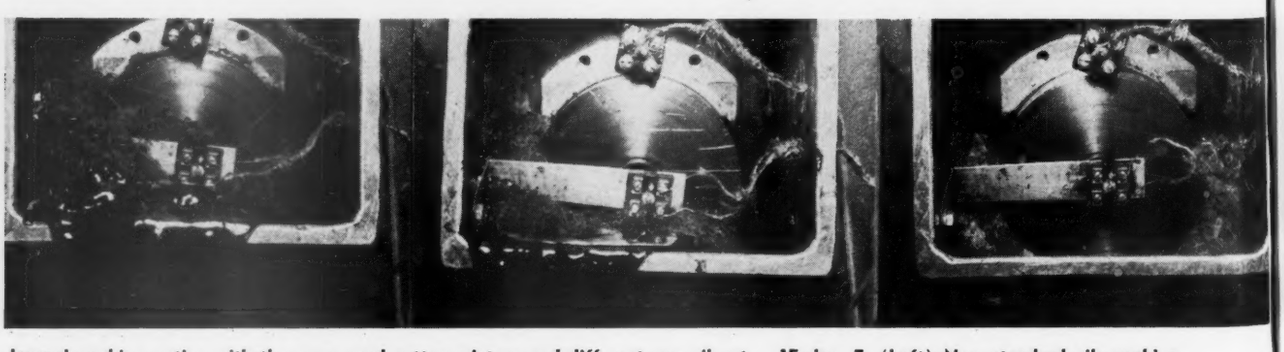
Instruments, control panel and window looking into the controlled temperature room

with 12 in. of cork on floor, ceiling and all four walls. It is refrigerated by a 10-ton, two-stage refrigeration system, which is capable of reducing the atmospheric temperature from 100 deg. F. to —30 deg. F. over a week end and maintaining it at no higher than —15 deg. F. during the conduct of an average cold-cycle test. The atmospheric temperature can be returned to 100 deg. F. overnight by electric heating units. Both the refrigeration and the heating system can be controlled either manually or thermostatically.

All controls for the test machine and auxiliary equipment are located on panels outside the test room to permit operation of the facilities without entering the test room. A large plate glass window provides good visibility of all essential operating parts. Capacitrol instruments actuated by any two temperature indications inside the test room have been built into the electrical system to facilitate running the plant without an attendant for considerable periods or time, if desired.

Automatic measuring and recording instruments trace a graphic picture that shows the speed of operation,

Aviator's high-altitude suit makes it possible to work in the Indianapolis Lubrication Laboratory cold room at temperatures down to —35 deg. F.



Journal packing action with the same wool-cotton mixture and different car oils at —15 deg. F. (Left) New standard oil; packing displaced. (Center) Standard renovated oil; packing displaced. (Right) Low-viscosity, high film-strength oil; packing stays in place

power input to the motor, and temperatures in ten locations in and around the test bearing. The torque measuring and recording device transmits hydraulic impulses to one of three pressure-recording instruments each of which has full scale readings ranging from 1.6 to 45 lb. per ton resistance at full rated load.

Supplementary facilities included in the same building are a large conference room, in which A.A.R. test records are kept, and the Railway Service & Supply Corp. chemical laboratory, which is equipped to handle all routine analyses of oil lubricants.

Conclusions from First Report

The First Progress Report covers a group of 38 screening tests, run under summer atmospheric conditions, comparing packings made up with various waste thread types and combinations, saturated with the base-line lubricant—stock renovated car oil.

Overall results of these first tests indicate the following:

(1) Evaluation of the lubrication efficiency of a waste-pack should be based on bearing temperature. By reason of some variation in the surrounding (room) temperatures during the period these tests were run, rise above ambient is considered rather than actual bearing running temperatures.

(2) Bearing temperature is the resultant of journal and waste-pack frictions.

(3) Waste-pack friction varies with packing bulk and resiliency, but in all cases constitutes a definite increment of the overall dynamic journal resistance.

(4) Some of the commercially available waste thread types or grades permissible under the present A.A.R. specifications for new waste for journal-box packing (M-905-41) have characteristics which make them undesirable for inclusion in a finished packing.

(5) Indicated or definite tendencies toward waste grabs (thread risers) and displacement in the box (packing rolls) classify a thread type or grade as questionable for journal-box packing, even though it may otherwise show favorable lubrication characteristics.

By the nature of the material commonly used in making up railway journal-box packing, the finished packing is a product which varies in its physical and functional characteristics through a relatively wide range. Packing waste is a by-product of the textile-weaving industry and usually consists of a selection from commercially available waste thread stocks of various types and grades mixed together and processed to match a sample, or meet specification requirements for the finished packing.

Over the years there has been a wide difference of opinion regarding the waste constituent of the conventional oil-saturated waste-pack which has been employed for the lubrication of journals under railway equipment for the past century. Therefore A.A.R. specifications covering this item have been broadly drawn to permit a wide selection of waste threads permissible in the finished packing.

The present thinking is that a more restrictive thread and waste specification would be desirable; also that oil fluidity in subzero winter weather and film thickness and toughness under highest summer temperatures are essential characteristics of a true all-year oil which can be made available in both new and renovated car oils.

CERTIFICATE OF AWARD

Presented to

RAILWAY AGE

BY CHICAGO BUSINESS PAPERS ASSOCIATION

For excellence in the design and purpose of its magazine's cover, submitted in competition during May, 1950.

Walter Paulson
President

Date June 12, 1950

Thos. H. Pearson
Secretary

"EXCELLENCE IN DESIGN AND PURPOSE" of the cover of its April 29 issue won for *Railway Age* a Certificate of Award (reproduced above) from the Chicago Business Papers Association in a competition conducted during May. A black-and-white reproduction of the original colored cover—an advertisement of the Electro-Motive Division of General Motors Corporation concerning use of G. M. Diesel locomotives in Bangor & Aroostook passenger service—appears at the right

The exteriors of the renovated stations have a clean-cut appearance with unbroken lines wherever possible. This is the combination freight and passenger station at Sherman, Tex.

VOLLMER EXPLAINS "WHY" OF PROGRAM

Several years ago the Texas & Pacific Railway inaugurated a long-range program which contemplates the modernizing of its outmoded stations. Our experience has been that improved station facilities not only enhance the goodwill and respect of the public, but have a stimulating effect upon the morale of the employes directly involved. I consider the money we have invested in our station modernization program sound and profitable, and we propose to carry it forward to the extent that business and financial conditions warrant.— *W. G. Vollmer, president, Texas & Pacific*

A SYSTEMATIC

A consistent, year-to-year program of modernizing passenger stations was started on the Texas & Pacific in 1947 and to date has resulted in the modernization of seven stations, with one additional structure slated to be renovated in 1950. Also, a new passenger station has been built during this period to replace an obsolete structure. This program, which is expected to continue indefinitely as warranted by business conditions, is being carried out with the objective of cultivating the respect and goodwill of the public, and also with the thought that the morale of local employees is favorably affected.

During the first year of the program, work on three stations was undertaken, namely, those at Colorado City, Baird and Sherman. All these points, as well as the others involved in the modernization program to date, are in Texas. In 1948, work was undertaken on the stations at Denton, Gladewater and Grand Saline. In 1949 the road undertook the remodeling of its station at Odessa, and the construction of a new station at Midland. During the present year the station at Mineola is scheduled for modernization.

The stations at all these points are either small or moderate in size. Those at Sherman, Gladewater, Grand Saline and Odessa were largely of frame construction, with gable roofs, while the stations at Baird, Denton and Mineola had brick exteriors. The station at Colorado City had a sandstone exterior.

Small Stations Involved

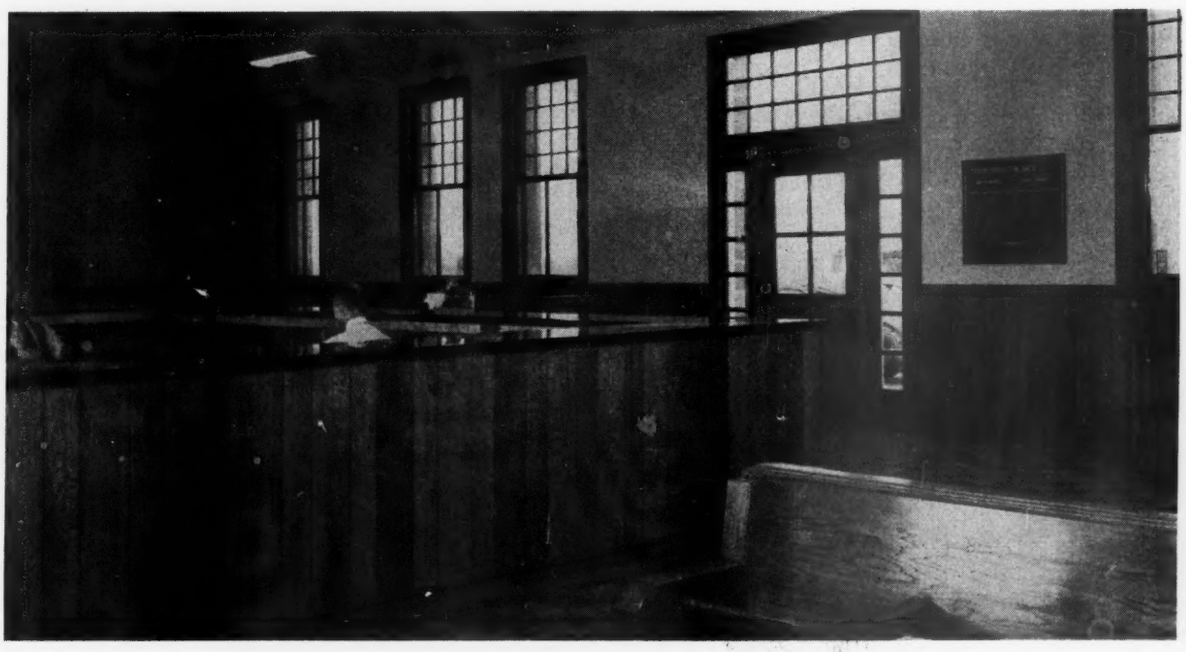
To a considerable extent the work done on all of the stations has followed a similar pattern, especially with reference to the frame structures. Changes made on the exteriors are designed to give them a modern, clean-cut appearance with unbroken lines wherever possible. This means that all unnecessary protuberances and "gingerbread" are removed. The undersides of overhanging eaves are usually enclosed with asbestos-cement boards, and concealed flush-type fixtures are installed under the overhang where exterior lighting is desired.

New and larger windows are generally installed, and, where lacking, an entrance door is placed in the street side of the waiting room. This is done not only for the convenience of patrons, but also to enhance the importance of the structure in the eyes of the townspeople. It is also felt that the presence of a door in the street side of a station provides an opportunity to introduce various decorative features, such as lighting fixtures, flanking glass panels, flower boxes, etc. Generally, in

The exterior walls of the renovated station at Gladewater, Tex., consist of asbestos-cement shingles above a wainscot of brick veneer

STATION-MODERNIZATION PROGRAM

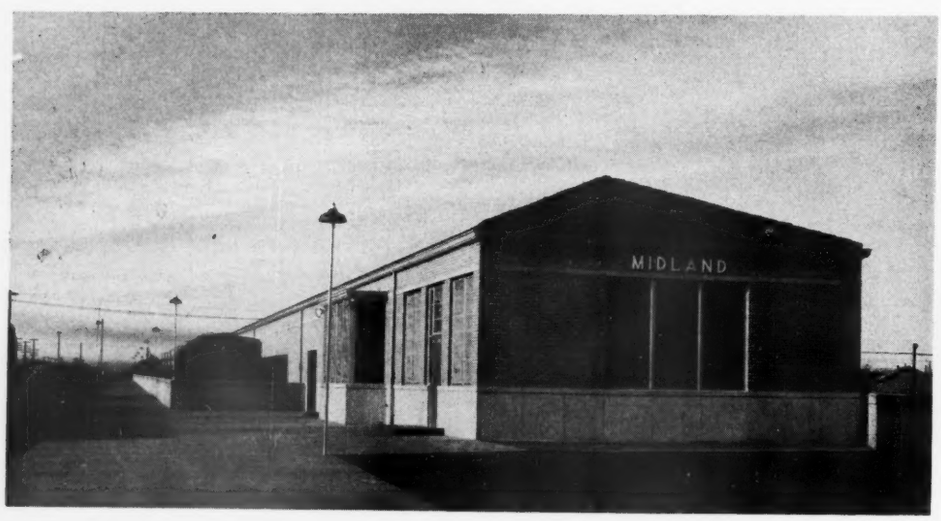
Passenger facilities on the Texas & Pacific are being renovated on a long-range basis—not only as a goodwill measure, but also to promote better employee morale



Work done on the interiors is usually of a thoroughgoing nature, amounting to complete renovation and refinishing. Open ticket counters are favored, as shown in this view of the station at Colorado City, Tex.

Murals covering opposite walls of the waiting room, and depicting local industries and city and school life, are a special feature of the renovated station at Denton, Tex.

The passenger end of the combination station at Odessa, Tex., as renovated, has cream-colored brick walls above a wainscot of ashlar granite



This new structure has been built at Midland, Tex., to replace an obsolete building

The general practice is to commemorate the completion of particular modernization projects by dedication ceremonies attended by railroad officers, civic and business leaders and other guests. This view shows a dedication ceremony taking place in the station at Denton

modernizing the exteriors of the frame stations, the walls are covered with asbestos-cement shingles above a wainscot of brick veneer or wood drop siding.

Formerly the platform areas around most of these stations were surfaced with chats, but in the modernization work such areas are paved with either concrete or asphalt. Unimproved areas immediately adjacent to the stations have also come in for attention. In an effort to improve the appearance of these areas the railroad has endeavored, with considerable success at some locations, to interest local groups in a cooperative plan in which the road offers to landscape or grade the grounds if the local people will plant shrubs and flowers and care for them.

The work done on the interiors of the stations has generally been of a thorough-going nature, amounting to complete renovation, refinishing and redecorating. Sheetrock for the walls and metal-tile or oak wainscots are favored. Color schemes vary somewhat but rose-tan for the walls and blue for the metal wainscots are colors that have been used to a considerable extent. Paneled tile for the ceilings and asphalt tile for the floors are materials commonly used in the renovated stations. The lighting fixtures in the waiting rooms and offices are usually of the fluorescent type, either recessed in, or hung close to, the ceiling.

Open Ticket Counters Favored

Along with the other renovation work the old-fashioned ticket windows have disappeared and have been replaced with open counters with built-in ticket cases underneath. It is felt that such counters are not only conducive to better relationships with patrons, but that they also tend to promote neater and more orderly habits on the part of the agents. Old-fashioned furnishings in the waiting rooms have given way to modern, comfortable wood settees. Usually the work has involved the replacement of existing heating facilities with individually fired gas-steam vented heaters.

Another feature common to all of the station-modernization jobs has been the renovation of the sanitary facilities, including the installation of modern toilet fixtures. In refinishing toilet rooms the walls are covered with Sheetrock above black metal wainscots and the floors are either covered with asphalt tile or ceramic tile, depending on whether the original floor was wood or concrete.

The treatment given the station at Odessa is worthy of special mention. This station, a frame structure, has a freight room at one end. In the modernization work the passenger and freight facilities were separated from each other by cutting a 14-ft. section out of the building, leaving the roof intact. The exterior of the freight section was covered with cream-colored asbestos-cement shingles above a wainscot of wood drop siding, while the passenger end was covered with cream-colored brick above a wainscot of ashlar granite.

The interior of the station at Denton was also given special treatment. It was subjected to the same general pattern of renovation on the interior as described above except that two opposite walls of the waiting room, above the wainscots, were covered with murals depicting local industries, and city and school life. As another special feature, the waiting room is furnished with custom-built ranch-type settees and tables. The fact that there are two colleges at Denton is a partial explanation of the special treatment given this station. In addition to other work done on the exterior of the Denton station the existing brick walls were painted a cream color.

In remodeling the station at Mineola, to be done this year, the plan is to remove the old frame gable roof and to install a flat roof with parapets. A brick veneer is to be placed over the existing brick walls. In most other respects the work to be done at Mineola will conform generally to that described above for the other stations.

When the modernization work at a particular station is completed the practice of the railroad is to hold dedication ceremonies in which local persons of importance are asked to participate. The president of the road. W. G. Vollmer, is usually present and takes part in these affairs.

The station-modernization program is being carried out under the general supervision of R. J. Gammie, chief engineer of the road. All plans for the modernization work are prepared by the road's architect, S. G. Urban. The practice is to have the work done under contract.

Emergency Board Would

While recommending a 40-hour week with partial maintenance of take-home pay for yard-service employees and other wage adjustments, all of which would cost about $40,000,000 a year, the emergency board that reported to President Truman last week called upon the interested unions to withdraw demands that would increase annual costs by $241,495,000 more. The report, which was made public June 15 as *Railway Age* of June 17 went to press, was noted briefly on page 79 of that issue.

The board made the estimate that increased annual costs of $40,000,000 would be incurred as a result of its recommendations. The railroads estimate that all demands involved in the case would raise annual costs by $281,495,000, a figure which "remained unchallenged," the board noted. It went on to say it does not believe the railroads could "safely" assume any such additional annual expenditure—"to say nothing of demands being pressed by organizations not before this board." Even the $40,000,000, the report added, would be "substantial"; but the board "believes that its recommendations are fair and equitable and the resultant financial burden is not unbearably large."

"It is important to remember," the report also said, "that costs of operation and sustained employment are not separable items in the balance sheet of an enterprise. An unbalanced relationship between costs of operation and income soon discourages investment of new capital upon which the railroads, like other forms of enterprise, depend to provide the improved equipment and facilities that are so necessary if the railroads are to meet successfully the increasingly severe competition of other agencies of transportation and provide the shipping and traveling public with acceptable services at acceptable prices, upon which income and jobs depend."

Members of the board were: Chairman Roger I. McDonough, justice of the Supreme Court of Utah; Mart J. O'Malley, former justice of the Supreme Court of Indiana; and Gordon S. Watkins, professor of economics and provost, University of California. They made two reports—one of 172 pages on demands of the Order of Railway Conductors, and the other of 12 pages on demands of the Railroad Yardmasters of America.

The same three individuals comprised another emergency board which reported recently on like demands of the Switchmen's Union of North America. That report, however, was made to meet the Railway Labor Act's 30-day deadline, the Switchmen's Union having refused to agree to an extension of time. The report's recommendation was that S.U.N.A. members be accorded the same treatment as might be accorded other yardmen (see *Railway Age* of April 29, page 66). Thereafter the S.U.N.A. called a strike against 11 western roads on which its members are employed, but it withdrew the call at the request of the National Mediation Board. The demands are still pending.

Many Issues Involved

The case of the Railroad Yardmasters of America, which was passed upon in one of last week's reports, involved only the 40-hour week. The Conductors-Trainmen case involved that demand for yardmen represented by those unions, and various other demands, including proposals to establish 100 miles or 5 hours as the basic "day" for passenger trainmen and conductors who now have a 7½-hour or 150-mile day. The latter proposals were among demands rejected by the board. Meanwhile, it made favorable recommendations with respect to several rules changes proposed by the railroads in the interest of more efficient operation.

The principal issue before the board, as measured by prospective costs, was the demand for a basic 5-day, 40-hour week for yardmen with no reduction in the take-home pay received for the present 6-day, 48-hour week. The board proposed that its 40-hour week recommendation be made effective October 1, and that the basic rates for yardmen be increased at the same time by 18 cents per hour. This would be less than the 20 per cent increase (about 31 cents per hour) proposed by the unions to maintain present take-home pay. The board said, however, that the 18 cents, together with added opportunities for overtime at time and one-half rates after 40 hours, would "serve to offset any substantial reduction in take-home pay."

Its recommendation as to yardmasters would also fail to maintain take-home pay. There the board was dealing with monthly rates, based on 240 hours. It rec-

Add $40 Million a Year to Railroad Costs

Principal proposal is that yardmen be granted 40-hour week with partial maintenance of take-home pay, effective October 1; report says carriers could not "safely" assume additional annual outlay of $281,495,000 which would be required to meet all demands involved in the case

ommended that the present monthly pay of yardmasters be reduced one-sixth to accord with the recommended cut in hours, and that the 18 cent increase then be applied. The increase would be 18 cents multiplied by 200 hours, or $36, added to the reduced monthly pay.

The board would apply the 40-hour-week principle to dining car stewards on the basis of a similar formula, cutting the monthly salary of such employees by $9.65. In this instance, however, there would be no partially offsetting wage adjustment, the board having found that the stewards would be entitled to no more than the raise they got in 1948.

As to Punitive Overtime

Along with the 40-hour-week demand was a demand for time and one-half rates for yard work on Sundays and holidays. The board proposed that the latter be withdrawn; granting it would cost the railroads an estimated $18,600,000 a year. As indicated above, the board did recommend that time and one-half be paid for yard service "in excess of 8 hours each day (24-hour period), or in excess of 5 8-hour days (40 hours) in a week."

It also made favorable recommendations, calling for the granting, in whole or in part, of other demands involving yardmen. First of these was the demand for incorporation into basic rates of a payment of 20 cents per day which is now added to the daily earnings to build them to a guaranteed minimum, but which is absorbable in payments for overtime. This arrangement became effective January 1, 1948, but it is confined to yardmen represented by the O.R.C. and B. of R. T. The Switchmen's Union made a 1948 agreement under which it got instead a 15-cent increase in basic daily rates for the conductors and brakemen it represents, and a 20-cent increase for its switchtender members. In recommending that the demand be granted in full, the board said the amount involved (about $1,400,000 a year) "is a modest one," and "a relatively small price to pay for the employee goodwill. . . ."

It also proposed that the railroads grant in full the demand for restoration, to 80 cents per day, of the car retarder operators' differential. This would make the daily rate of such employees 80 cents above that of yard conductors (foremen). It was formerly on that basis, but has been reduced in recent years as a result of various wage adjustments.

The board would grant only in part the demand for an increase in the footboard yardmasters' differential, which now gives such employees a daily rate 40 cents above the rate for yard conductors (foremen). The demand was for a differential equivalent to the hourly pay of a yard conductor. The report's recommendation is that the differential be made the equivalent of two-thirds of an hour's pay, which would be about $1.20.

Would Drop Double-Header Rules

In addition to that relating to dining-car stewards, there were other road-service demands on which the board made recommendations other than proposals that the demands be withdrawn. As to the so-called "one per cent" differential under standard rates which has applied in the West since 1928, the board recommended that it be eliminated; and that simultaneously "all double-header rules in Western territory be abandoned." The latter proposal was based on a finding that the differential was "in fact a *quid pro quo*" for the maintenance of the double-header rules, which are designed to limit trains to 40 cars. They provide generally that extra compensation must be paid to conductors and trainmen when two locomotives are used on such trains.

Also, the board recommended adoption of an initial-terminal-delay rule providing that passenger-train crews will be paid for such delay in excess of 60 minutes, and that freight train crews will be paid for delays in excess of 75 minutes. Such payments would be in addition

to road-trip pay. Here the O.R.T. and B. of R. T. sought a 30-minute rule applicable to both freight and passenger service. The carriers estimated that the latter would cost $28,100,000 a year. As to the rule recommended by the board, it has been pointed out that payments under it could be minimized by careful coordination of crew-calling times with anticipated train-departure times.

On the demand for an increased mail-handling allowance for baggagemen and other trainmen required to handle U. S. mail in cars, the board recommended that the allowance be increased from 34 cents to 46 cents per day. Here the unions sought a graduated scale of allowances, which would increase annual costs by $2,970,000, adding "as much as 20 per cent" to the compensation of some baggagemen, according to railroad estimates. Moreover, it was proposed that the allowance be paid also to conductors on the trains involved, because they are in charge of the trains and "responsible for this mail."

The board suggested July 1 as the date for making effective its recommendation relating to incorporation of the daily-minimum guarantee into the basic rate, and those relating to differentials for car retarder operators and footboard yardmasters, and the allowance for handling mail. As to the proposed adjustment for dining-car stewards, it would make that effective October 1 along with the 40-hour week for yardmen. The proposals relating to initial terminal delay and elimination of the Western differentials would require negotiation of rules before they could be made effective.

Rejects Road-Service Demands

In recommending withdrawal of the demand for a 5-hour or 100-mile day in passenger-train service, the board disposed of a proposal that would cost $50,350,000 a year, according to the carrier estimates. Other demands with respect to which withdrawal was also recommended, and the estimated annual cost of meeting them, included the following: Graduated pay rates, based on weights of locomotives on drivers, for conductors and trainmen in all classes of service, $45,871,000; pay for expenses away from home, $59,740,000; extension of the principle of time and one-half for overtime to passenger service, $6,850,000.

The railroads' counterproposals were embodied in 14 demands for rules changes, and the board made favorable recommendations with respect to six of them. As to the demand for elimination of restrictions on inter-divisional runs, the report found that "progress and the forces of competition suggest" that such restrictions should be removed. "Equitable distribution of the work," it added, "would protect seniority rights and the only condition to be exacted should be the giving of fair and reasonable notice."

Another carrier proposal was that pooling of cabooses should be permitted. The board agreed, saying that "any rule or practice limiting the right of use of cabooses for crews generally, should be eliminated." The report added that "of course, proper provision should be made at terminals for locker space or other accommodations for employees who, under present rules, have assigned cabooses, and for the general care and upkeep of cabooses and equipment."

Because "few rules in the schedule book have caused more dispute or dissension or have interfered so much with efficiency" as the air-hose rule, carriers proposed a new one. It would stipulate that road and yard conductors, trainmen and yardmen may be required, without additional or penalty pay to couple and uncouple air, signal and steam hose, chain and unchain cars, and make air tests. The board noted that many rules now provide that trainmen and yardmen are not required to perform such duties "where carmen are available," and then proceeded to make this recommendation:

"Where such rules are in existence, the parties should meet and redefine the import and intent of the rule so that its application will be limited to those situations in which carmen are at the immediate point where the coupling or uncoupling is necessary. It is further suggested that where arbitraries are specified for this specific work, a clause should be added thereto limiting such arbitrary to the member of the crew performing the work."

As to the performance of more than one class of road service, the board recommended that the parties agree on a rule substantially like that proposed by the carriers, i.e., one providing that the rate to be paid for the entire working time in a tour of duty "shall be the highest rate applicable for any class of service performed." The board also agreed with the railroads' contention that they should be permitted to fix yard switching limits. In that connection the report suggested that the parties "agree that as switching needs expand or contract, management should be permitted to expand or contract such yard limits to conform to the needs of service."

The board's response to the carriers' demand for a new reporting-for-duty rule applicable to train crews was a suggestion that "call and reporting rules should be reexamined and changed so that less time would elapse between the call time and the actual time for commencement of work." This, the report added, "would probably aid the carriers in reducing initial terminal delay time." As to the other carrier demands, the board recommended that they be withdrawn.

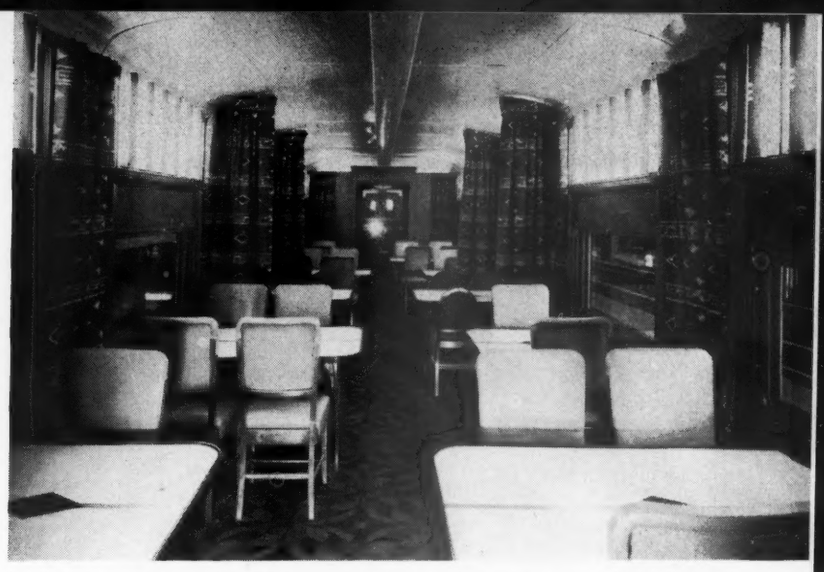
The Yardmaster Cases

In the case involving yardmasters represented by the R. Y. of A. and in the yardmaster phase of the Conductors-Trainmen case, the board noted that the 40-hour week for that class of employees would often be on the basis of 5 days with overtime on the sixth and seventh days of the work week. It suggested that time and one-half be paid for such overtime. Meanwhile, the board advised that the railroads "should be permitted to compress work on the two relief days . . . so that the shortened week may be attained without burdensome and unnecessary costs." Elaborating on the latter point, the report in the R. Y. of A. case had this to say:

"The cost to the industry in establishing such work week will be rather high and will necessitate an opportunity by the carrier to eliminate positions where possible on the sixth and seventh days of the work week, especially where those days are the ones that usually have reduced traffic and, consequently, there is no need for the full complement of workers. It may be asserted by some that no compression should be permitted, but that would compel employment where no need exists and would deny the right of management to cut down its force to the size required by existing circumstances."

(*Continued on page* 102)

Lehigh Valley Cuts Breakfast Losses On Diners



Breakfast service in the cafe-lounge normally is handled by a waiter-in-charge

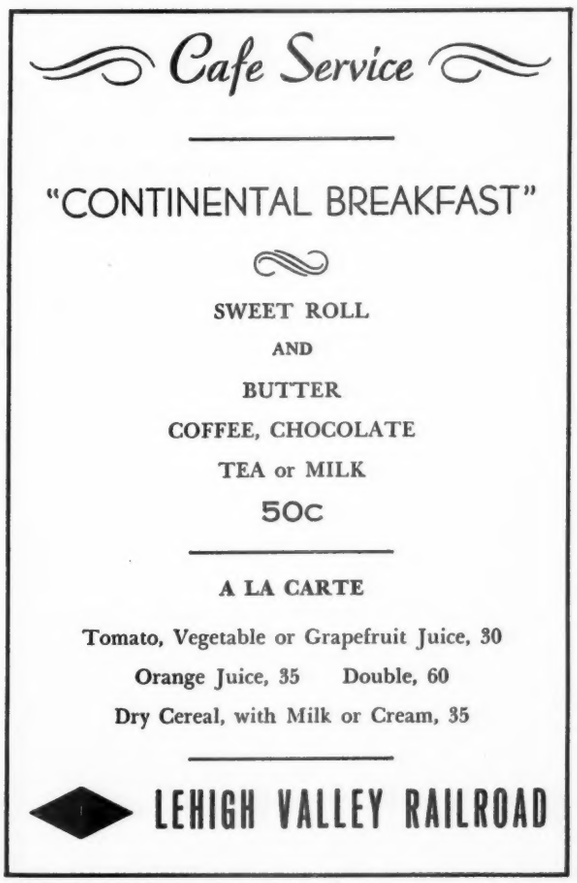
A saving in dining car labor costs alone of at least $15,000 a year—or more than 15 per cent of its total dining car loss in 1949—has been effected by the Lehigh Valley since September 1, 1949, by the introduction of a simple, limited-selection breakfast on three of its cafe-lounge cars. The "Continental breakfast," as it is called, comprises (as indicated on the menu here reproduced) a basic breadstuff plus beverage for 50 cents, to which may be added juices costing from 30 to 60 cents and cereal for 35 cents. Nothing in addition to these easily stored and served items is carried on the car. Under this arrangement, the cars can be operated regularly with a waiter-in-charge, instead of three men, except that, where very heavy travel is anticipated, the crew can be built up in advance to meet the exceptional conditions.

As on most roads, breakfast is the biggest money loser in the Lehigh Valley's food-service department, because the total check is necessarily smaller than for the other two meals of the day, and because the period when breakfast can be served is severely limited on trains with morning arrivals. Thus on the three runs on which the road has introduced the "Continental breakfast," losses on dining car service were far more severe than on other runs where more than one meal or meals other than breakfast are served. Train No. 25, the "Asa Packer." leaves New York early in the morning and needs only breakfast service as far as Lehighton, where the crew is augmented for luncheon service. Train No. 11, "The Star," leaving New York shortly before midnight, needs only a light breakfast service before its arrival in Buffalo at 10:45 the next morning. Passengers on train No. 4 leave Buffalo well after the dinner hour and require only a quick breakfast before their arrival in New York at 7:55 a.m.

While the average check for the "Continental breakfast" is considerably less than for the orthodox full breakfast menu still carried on other L. V. runs, the reduction in the variety of foodstuffs stocked produces lower food costs. As a result there was an increase in profit on food sales of 25 per cent on the cars serving only the "Continental breakfast" during the six months following its introduction, compared with the average result during the six months prior thereto.

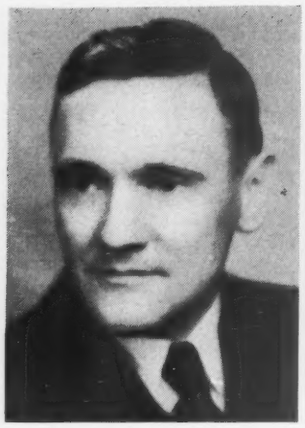
Contributing to this marked improvement was the equipping of the three cafe lounge cars involved with "canned heat" stoves and coffee boilers, so that use of the kitchen cook stoves could be discontinued. Live steam lines were run to the kitchens and pantry sinks for cleansing tableware at a temperature of at least 170 degrees.

Since Valley passengers have become well acquainted with the new breakfast on the three runs, criticism of the innovation is virtually unknown, and the road's management believes it has helped fulfill its obligation to provide "every possible saving" in dining car losses "consistent with reasonable service."



This light breakfast has been introduced on two cafe-lounge cars on trains with morning arrivals and one with early morning departure. It has cut the railroad's dining car loss by more than 15 per cent

NEUBAUER HEADS P. & S. DIVISION FOR 1950-51



C. B. Neubauer, Chairman

W. W. Kelly, Vice-Chairman

Government in business subject of wide attention by guest speakers—Suppliers entertain conventioners—Kelly now vice-chairman

Sharply critical of government in business were the guest speakers at the twenty-fourth annual meeting of the Purchases and Stores Division of the Association of American Railroads, held at the Hotel Statler in St. Louis, June 14-16. Government interference with industry, particularly the transportation industry, its regulation of the money markets, and interference with one of the American citizen's basic rights—the right to succeed—were scored by high ranking speakers. Such activities on the part of the government are approaching the brink of state socialism, in the opinion of the leaders of business and industry who addressed the 470-odd persons attending the purchases and stores convention.

D. V. Fraser, president of the Missouri-Kansas-Texas, and a former purchasing department man, said that purchases and stores men are a particularly important segment of management in these days, "when we are facing a desperate fight to determine whether or not the railroads will remain an industry of free enterprise." Mr. Fraser said that in addition to streamlining paper work and reducing the number of man-hours required to handle materials at stores points, purchases and stores officers can be the railroads' business ambassadors to the miners, manufacturers, and the public in general. All in the railroad business, the Katy president continued, must work above and beyond the call of everyday duty. The truth about the unfair political treatment of the railroads and the subsidies to their competitors must permeate everywhere. People must be made to realize that there is something wrong with a system of regulation which permits an industry to earn such a small return as have the railroads in the boom years just past. So, said Mr. Fraser, "we must be ready to talk about railroads at the drop of a hat—and we must drop the hat."

W. E. Hayes, executive assistant to the president of the Chicago, Rock Island & Pacific, followed Mr. Fraser on the platform, and also lashed out at government interference in the transportation industry. He said he was proud to be a "lobbyist" for the transportation industry, despite the fact the term is in bad repute in certain circles in Washington and elsewhere. (There was, Mr. Hayes said, little stigma attached to the labor or farm lobbies among many others.) He went on to say that everybody in the railroad business should be a lobbyist. Everyone should know personally his congressman and senators, and each man and woman should let these legislators know at all times how he or she feels about any bills affecting the railroad industry. This, Mr. Hayes said, was part of the duty of every officer and employee in the industry, not only as his obligation to the industry, but as a citizen too. If we do not do this, said Mr. Hayes, one of our basic rights, the right to succeed or fail, depending on our own merits, will be taken from us with scarcely a struggle being offered.

J. F. Holland, counsel for the Pevely Dairy Company, St. Louis, said that in America we have made marvelous technological progress, but have failed to "keep up" in our human relations. As a result, today we have the spectacle of government and business "fencing" with one another. "Wouldn't it be wonderful," he said, "if government and business could cooperate, instead of fencing as they are now, with each one trying to put all the blame for our troubles on the other fellow?" Perhaps that day may come, Mr. Holland went on. The atom may well bring it about. The potentialities of the atom as a source of industrial power mean that it will be used widely by manufacturers. However, also because of its destructive possibilities, government must have a firm hand on the use to which it is put. Still industry cannot help but have wide latitude in the use of this power source. The wide difference between industrial and governmental points of view, Mr. Holland said, certainly shows that industry has done a poor job of explaining to the people where it is going and why it is headed that way. Only when this situation is corrected will there be cooperation, instead of attempted coercion in industrial-governmental relationships.

W. A. MacDonnell, president of the First National Bank in St. Louis, in speaking to the purchases and stores group on "The Economic Outlook," pointed out that sooner or later a recession or depression will come. If he were a purchasing agent, Mr. MacDonnell said,

he would not like to be caught long on inventory at that time. But why hadn't a "bust" come already, he asked, and then answered his own question. There were, he said, three reasons, namely, (1) World War II is not yet ended, economically; (2) government intervention in economic affairs, here and abroad, has helped put off the day; and (3) technology has advanced so rapidly that many new products are in the field, and the demand for them is large. (For example, he said, 60 per cent of duPont's 1949 sales were of products which did not exist commercially in 1929.) Of all these factors, he said, the most important is the failure of the international situation to clear up.

Next in importance to the international situation as a depression deterrent, Mr. DacDonnell said, is government interference in business affairs. For instance, he went on, the price of money and of foodstuffs is regulated by the federal government, and no longer does the law of supply and demand govern. However, he concluded, this situation cannot go on forever; the law of supply and demand cannot be repealed. Therefore, there will be recessions, for they are needed to cleanse the economy of inefficient practices which come about during boom times. Only in this way can businesses keep healthy and dynamic.

Speaking directly to the affairs of the division, Chairman J. C. Kirk, general purchasing agent of the Chicago, Rock Island & Pacific, in his opening remarks, took to task, in no uncertain terms, those members of the division who had been appointed to committee membership and had not attended the sessions of their committees. "Your railroad recommended you for this appointment and was willing to spend its money on you, thereby allowing you to take part in the committee work so that you might broaden your outlook and reap benefits for yourself and for the railroad you represent. It seems almost inconceivable that anyone would pass up such an opportunity for advancement, and yet the record must speak for itself. Fortunately, this applies only to a few persons. The vast majority of our membership has been eager to grasp the opportunity, and has made the most of it." Mr. Kirk then asked the "slackers," if only for their own interests, to take advantage of their opportunities to participate in the committee work.

The chairman then went on to liken the work of the purchases and stores people to that of the division of supply of the army. The success of the railroads' service to the public, like the winning of a battle, depended, he said, on the right supplies being at the point of use when needed. The magnitude of the job could be appreciated when it was remembered, Mr. Kirk said, that in 1949 the railroads' purchases, including equipment, ran to more than $2.6 billion, and that the stores departments must keep in stock fifty to one hundred thousand different items of materials and supplies.

In the election of officers for the 1950-51 year, C. B. Neubauer, assistant to vice-president of the Southern, was named chairman. W. W. Kelly, general purchasing agent of the Atchison, Topeka & Santa Fe, was moved up from the general committee to become the new vice-chairman. Also, two new members were elected to the general committee: C. E. Swanson, general storekeeper of the Chicago, Burlington & Quincy, and S. A. Hayden, general purchasing agent of the Missouri-Kansas-Texas.

The conventioners were liberally entertained by local and national supply people. Included in the entertainment were a dinner for railroad men and their wives, tickets to the St. Louis open air Municipal Opera or a baseball game, a luncheon for the ladies at one of the fashionable country clubs, and a trip to the Granite City, Ill., plant of the General Steel Castings Company.

P. & S. Division Committee Reports

REPORT OF THE GENERAL COMMITTEE

The general committee reported that "in order that the affairs of the division, particularly subject committee reports, may be progressed more rapidly, the general committee—after very careful consideration—decided to appoint the 1950-51 Committee on Committees several months in advance of the 1950 annual meeting, instead of immediately after the annual meeting, which has been our usual practice in heretofore; thus further facilitating our subject committee activities, in that such activities would be practically continuous. Following is the personnel of the Committee on Committees for the year 1950-51: A. L. Sorenson (chairman), manager of stores, Erie; B. T. Adams, general storekeeper, Illinois Central; S. A. Hayden, purchasing agent, Missouri-Kansas-Texas; C. H. Murrin, general storekeeper, Louisville & Nashville; W. L. Oswalt, stores manager, Pennsylvania; and F. J. Steinberger, assistant general purchasing agent, Atchison, Topeka & Santa Fe.

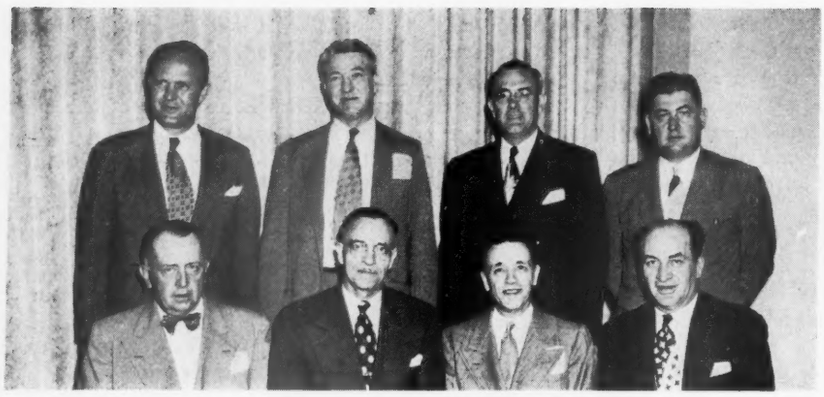
"The new procedure contemplates the appointment of the personnel of our subject committees for the year 1950-51 immediately following our 1950 annual meeting. Therefore, the Committee on Committees has been selected for 1950-51 and the railroads have been solicited for nominations of appointees on our various subject committees. The Committee on Committees has made it selections and completed its report."

The report mentioned that there had been several changes in the division's plan of organization, as well as in the rules of order.

In the last year division members elected to life membership by the general committee were:

C. D. Baldwin, former purchasing agent, Bangor & Aroostook; R. Bostwick, former purchasing agent & general storekeeper, Chicago, Indianapolis & Louisville; C. E. Smith, former vice-president, purchases & stores, New York, New Haven & Hartford; W. P. Stewart, former supervisor, scrap & reclamation, Illinois Central; and M. E. Towner, former general purchasing agent, Western Maryland.

Following are members of the committee: J. C. Kirk, (chairman), general purchasing agent, Chicago, Rock Is-



All these men were in the Military Railway Service together. Left to right, standing: J. M. McComb, Ramapo Ajax; H. G.. Williams, stores inspector, Wabash; John Voorhies, superintendent scrap and reclamation, New York Central; and J. D. Dickinson, Illinois Central. Front row, same order: R. E. Godley, assistant manager of stores, Illinois Central; C. L. Wakeman, general storekeeper, Wabash; H. R. Phillips, general storekeeper, Denver & Rio Grande Western; and E. F. De Lisle, general storekeeper, New York Central

land & Pacific; C. B. Neubauer (vice-chairman), assistant to vice-president, Southern; G. M. Betterton, general purchasing agent, Southern Pacific; Clyde Cocke, purchasing agent, Norfolk & Western; J. S. Fair, Jr., purchasing agent, Pennsylvania; W. W. Kelly, general purchasing agent, Atchison, Topeka & Santa Fe; A. N. Laret, general purchasing agent, St. Louis-San Francisco; A. L. Prentice, manager purchases & stores, New York Central; H. M. Rainie, purchasing agent, Boston & Maine; B. W. Roberts, vice-president, purchases & stores, Canadian Pacific; G. T. Wickstrom, general purchasing agent, Union Pacific; B. T. Adams, general storekeeper, Illinois Central; V. N. Dawson, general storekeeper, Baltimore & Ohio; S. C. King, general storekeeper, Florida East Coast; E. J. Leonard, general storekeeper, Chicago & North Western; N. V. Oldenbuttel, general storekeeper, Atlantic Coast Line; J. L. Quarles, superintendent stores, Chesapeake & Ohio; C. L. Wakeman, general storekeeper, Wabash; G. E. Wilson, manager stores, Reading; and W. J. Farrell, executive vice-chairman, P. & S. Division, A.A.R.

DIESEL LOCOMOTIVE PARTS—PURCHASING AND STOREKEEPING

I. G. Shapiro, Chairman

This committee's report called attention to the fact that five roads are mixing various brands of compatible additive type lubricating oils. Two of the roads, the committee stated, had been doing this fo several years, without harmful effect. The committee suggested, on the basis of this information, that the Mechanical Division of the Association of American Railroads form an aggressive committee to meet with oil companies and locomotive builders to write an A.A.R. specification covering *one* additive type lubricating oil for all classes of Diesel-electric locomotives. The report went on to say that "the advantages which would be derived from purchasing, storing and distributing lubricating oil covered by such a specification are so far reaching in dollar savings that every effort should be made in this direction."

The Diesel locomotive committee paper went on to say that Diesel engines are being produced which are factory-equipped with chrome plated cylinder liners. These liners, the committee stated, can be deplated and replated at approximately 60 per cent of their new cost. If in addition they are honed true, the cost is approximately 75 per cent of the price of a new liner. It was reported that one company had developed a process for electrically plating liners with a composite metal, thus restoring liners to standard size before chrome plating.

The report further stated that opinion had been expressed by committee members that "less costly reclamation can be achieved by grinding liners oversize, and utilizing oversize pistons. This of course, necessitates the stocking of several oversizes of pistons and results in deviating from standards." The committee recommended that the General Reclamation Committee should study this question to determine and recommend the best practices.

A wide variation in the service life of traction-motor roller bearings was reported. One road, it was noted, had begun inspecting these bearings before return for repair and had eliminated sending out for repair bearings which would be returned for scrapping. One other road reported changing bearing makes and had no reported failures in a full year of use.

The opinion was voiced that Diesel locomotive builders were not carrying sufficient stocks of the "so-called 'slower moving parts'" in their branch warehouses.

The members of this committee are: I. G. Shapiro (chairman), district storekeeper, New York, New Haven & Hartford; John Lembach (vice-chairman), purchasing agent, Florida East Coast; C. L. Adams, material supervisor, Atchison, Topeka & Santa Fe; A. G. Bohorfoush, assistant general purchasing agent, Southern; M. C. Brinson, division storekeeper, Atlantic Coast Line; W. P. Brown, division storekeeper, Chicago, Rock Island & Pacific; P. E. Carlson, buyer, Chicago, Burlington & Quincy; W. A. Carney, storekeeper, Boston & Maine; H. R. Carroll, traveling storekeeper, Chicago & North Western; H. W. Concannon, assistant general storekeeper, Southern Pacific; L. G. Kohler, storekeeper, Baltimore & Ohio; C. J. Kubler, general storekeeper, Kansas City Southern; Elmer Larson, division storekeeper, Denver & Rio Grande Western; Graham Lawson, statistician, purchasing & stores department, Canadian Pacific; J. A. McMillan, assistant district storekeeper, Illinois Central; H. B. Nordstrom, assistant purchasing agent, Great Northern; R. H. Pauling, division storekeeper, Erie; F. W. Pettit, general purchasing agent, Western Maryland; W. G. Rathert, assistant purchasing agent, Missouri Pacific; O. T. Rhode, chief clerk to general purchasing agent, Union Pacific; E. F.

DeLisle, general storekeeper, New York Central; A. G. Denham, general storekeeper, St. Louis-San Francisco; T. W. Greenawalt, traveling storekeeper, Missouri-Kansas-Texas; L. H. Haynes, assistant general storekeeper, Seaboard Air Line; C. E. Schnars, assistant general storekeeper, Pennsylvania; G. C. Sheridan, traveling storekeeper, Chicago, Milwaukee, St. Paul & Pacific; W. H. Spannagel, supervisor of Diesel materials, Atchison, Topeka & Santa Fe; and A. N. Laret (chairman ex-officio), general purchasing agent, St. Louis-San Francisco.

Discussion:

Several members made the point that the locomotive builders needed more parts warehouses, especially in the South and New England. The suggestion was made that identification of parts by manufacturers must go on. To date, it was said, only about 8 per cent of the Diesel locomotive parts had been identified as to source. A joint committee with members of the Mechanical Division was suggested, since the p. & s. officers felt they had gone about as far as they could go, unassisted.

Another speaker said that builders were making so many changes in design of locomotive parts that much material was becoming obsolete. He thought that next year's committee ought to go into this with the builders to see if this material could not be returned to the builder for some minimum credit.

One member brought out the fact that a lot of money was needed if research on compatibility of additive type lubricating oils was going to amount to anything in the near future.

The report was accepted as information.

P. & S. MANUAL—RECOMMENDED RULES, PRACTICES

E. B. Isenogle, Chairman

As an aid to this committee it was suggested that all subject committees call attention to proposed manual rules changes by a specific heading, "Purchasing and Stores Department Manual." If no changes are recommended the fact should be noted under this same head.

The committee recommended changes in manual Rule 1, a general rule which suggests the area of authority for the p. & s. departments, also their functions and the proper liaison between them and the using departments. An outline of a proposed course of study for p. & s. employees was appended to the committee's report. This program leaned very strongly to making the employee appreciate the value of the material he was handling.

The members of this committee are: E. B. Isenogle (chairman), assistant to purchasing agent and lumber agent, Baltimore & Ohio; T. S. Edgell (vice-chairman), district storekeeper, Gulf, Mobile & Ohio; E. S. Birt, division storekeeper, Atchison, Topeka & Santa Fe; W. J. Eck, assistant purchasing agent, Chesapeake & Ohio; H. V. Gamper, assistant general purchasing agent, Illinois Central; W. F. Long, assistant storekeeper, Norfolk & Western; C. D. Longsdorf, general storekeeper, New York Central; R. A. Schuff, assistant general storekeeper, Chicago, Burlington & Quincy; J. W. Todd, special agent, purchasing department, Pennsylvania; M. E. Towner (advisory member), Baltimore, Md.; and J. S. Fair, Jr. (chairman ex-officio), purchasing agent, Pennsylvania.

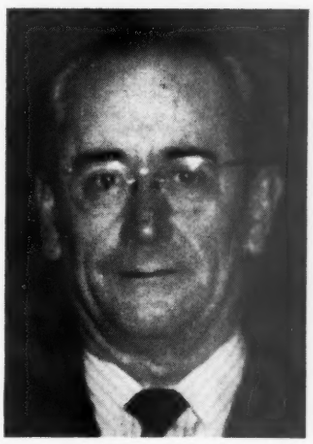
Discussion:

The chief subject of discussion on this committee's report was the recommended course of study for purchases and stores department employees. M. E. Towner, former purchasing agent, Western Maryland, presented a paper in which he said that all industry was going in for study courses and that certainly something similar was needed on the railroads, and in the p. & s. departments. Mr. Towner said that not only must the purchasing department know the specifications of the using departments, but that it should also have a part in making those specifications. If the purchasing department were to have such a voice it certainly made necessary, in his opinion, continued courses of study for the purchases and stores department personnel.

There were some members who thought that the committee's suggestion of having personnel from more than one road sit in on the study courses was impractical. However, it was pointed out that in such terminals as St. Louis and Chicago this would be feasible and desirable.

J. S. Fair, Jr., purchasing agent of the Pennsylvania, told of a school that had been started by that road for p. & s. department employees. To date, he said, the men had had several sessions on blueprint reading, how specifications are arrived at, and a movie on how steel is made. Attendance at these sessions, Mr. Fair said, was voluntary, and about two-thirds of the potential attendance was realized. Mr. Fair was quite sure that similar results could be obtained for sessions on any straight p. & s. subjects. This report was accepted, subject to letter ballot by the member roads.

SCRAP, HANDLING AND PREPARATION, CLASSIFICATION AND SALE



D. C. Canavan, Chairman

This committee report contained an extensive list of changes to the non-ferrous scrap classification. These recommended changes were made so that the Association of American Railroads' non-ferrous scrap classification would be comparable to the non-ferrous scrap classification adopted by the National Association of Waste Material Dealers, effective April 1, 1950, and to increase the net return to the railroads.

"The demand and price for scrap steadily declined from January to July, 1949," the committee reported. "In July, the price declined practically to O.P.A. price levels, or approximately 50 per cent of the

first quarter average. From then until the end of the year, the price increased approximately 65 per cent, resulting in a price at the year end equal to 80 per cent of the January price. Demand and price were affected by increased inventories and work stoppages in coal, steel and related industries."

The committee reported that time did not permit the development of sufficient data on the cost of preparing common scrap which would be beneficial to the Purchases & Stores Division. It recommended that this assignment be carried over and completed by next year's committee and that that group develop a definite formula to obtain and compile these data. "Variations in methods, costs of oxygen and acetylene and wage differentials resulted in cost data that are of little value to railroads for comparative purposes. The committee also recommends that the data be compiled on the basis of man-hours of each classification of labor, cubic feet of cutting gases consumed, hours of crane and shear time necessary, and quantities of all materials required."

At last year's meeting members of the division asked this committee to seek a change in the A.A.R. Loading Rule 20. The Mechanical Division refused the request. The 1949-50 Scrap Handling committee, after considering the objections raised by the members of the Purchases & Stores Division, agreed to recommend that the Mechanical Division reopen the matter and endeavor to determine a positive lock for doors involved for scrap loading to eliminate the necessity for covering door openings in gondola cars with boards 2 in. thick secured to prevent displacement. (This because of the expense of covering the doors with boards.) Also brought up was the possibility of revising the rule to include cars equipped with improved loading devices which will hold the doors securely in position.

The members of the committee are: D. C. Canavan (chairman), general foreman, reclamation plant, Boston & Maine; F. F. Forbes (vice-chairman), supervisor scrap & reclamation, Erie; R. R. Anderson, assistant general storekeeper, Great Northern; L. S. Atkinson, assistant purchasing agent, Pennsylvania; A. J. Baker, division storekeeper, Atchison, Topeka & Santa Fe; J. C. Baker, division storekeeper, Southern; A. J. Boink, general foreman, Chicago & Eastern Illinois; J. D. Dickinson, general foreman, stores department, Illinois Central; J. R. Fullerton, general storekeeper, Missouri Pacific; W. J. Kenney, general foreman, stores department, Chicago & North Western; R. J. Knight, storekeeper, Delaware, Lackawanna & Western; A. F. Marth, general foreman, Atchison, Topeka & Santa Fe; Thomas McArthur, general foreman, reclamation plant, Northern Pacific; W. G. Muschler, superintendent reclamation and scrap, Eola reclamation plant, Chicago, Burlington & Quincy; C. H. Rothgery, regional storekeeper, Baltimore & Ohio; W. J. Sidey, supervisor of scrap, Lehigh Valley; S. M. Smith, assistant to general purchasing agent, Canadian National; C. S. Wetherholt, division storekeeper, Chesapeake & Ohio; P. E. Welch, general storekeeper, Texas & New Orleans; G. M. Wright, manager, scrap & reclamation, New York Central; and A. L. Prentice (chairman ex-officio), manager purchases & stores, New York Central.

Discussion:

While the committee had made recommendations for changes in the classification of both ferrous and non-ferrous scrap, saying that it believed the changes would bring more revenue to the railroads, it soon developed that there was considerable disagreement with this view. Since so many recommendations on particular items in the classification were argued over, the report was accepted subject to a letter ballot on each item.

FUEL—COAL, FUEL OIL AND DIESEL FUEL OIL

W. H. Weymouth, Chairman

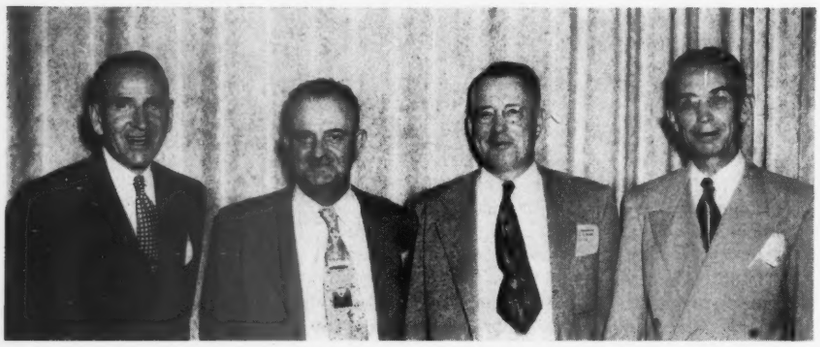
This committee reported that one railroad had polled a number of others to see if any were using No. 2 commercial fuel oil for Diesels. Of the replies from 23 reporting roads, five indicated they have used or are using No. 2 commercial fuel oil, which conforms to a definite specification or requirement as a Diesel locomotive fuel.

One railroad, in conjunction with a major oil company and a locomotive manufacturer, is making exhaustive tests on the use of degraded Diesel fuel oils, the report continued. The last analysis of the fuel used in these tests showed the following properties:

Cetane number	40.0
Sulphur	.891 per cent
End boiling point	608 deg. F.

Consumption of Diesel fuel

Year	Gallons	Increase over previous year (per cent)	Increase over 1945 (per cent)
1945	418,703,820		
1946	519,810,365	24.1	24.1
1947	733,124,555	41.0	75.1
1948	1,093,245,745	49.1	161.1
1949	1,428,159,229	30.6	241.1



Left to right: G. E. Wilson, manager of stores, Reading; C. C. Johnson, general foreman, stores, Missouri-Kansas-Texas; J. K. McCann, district storekeeper, Chicago, Burlington & Quincy; and C. E. Swanson, general storekeeper, also Burlington

"While Diesel engines continue to displace steam locomotives on most railroads, residual fuel oil is still an important subject, particularly to railroads in the Southwest, West and Northwest," the report stated. "Some concern has been expressed over the effect on refineries of the decreased demand for residual fuel oil by the railroads.

"Other uses will, no doubt, be found for heavy fuel oil. In June, 1949, the first American gas-turbine locomotive began road tests in freight service on the Union Pacific. This gas-turbine engine used residual fuel oil. It is hoped that, in a later report, results of test runs on the gas- turbine locomotive may be made available."

Consumption of Residual Fuel Oil

Year	Gallons	Decrease over previous year (per cent)	Decrease over 1945 (per cent)
1945	3,960,538,725		
1946	3,848,134,150	2.8	2.8
1947	3,770,859,948	2.0	4.8
1948	3,328,145,115	11.7	16.0
1949	2,509,202,315	24.6	36.6

The past year has been a difficult one for roads using coal as fuel. This was due entirely to unsettled labor conditions, the committee's report said.

Consumption of Coal

Year	Net Tons	Decrease over previous year (per cent)	Decrease over 1945 (per cent)
1945	115 048,842		
1946	100,620,710	12.5	12.5
1947	100,412,742	0.2	12.7
1948	87,836,597	12.5	23.7
1949	62,015,154	29.4	46.1

The report was concluded with the statement that it is quite apparent that coal production will be in excess of requirements in 1950.

The members of the committee are: W. H. Weymouth (chairman), fuel agent, Atchison, Topeka & Santa Fe; J. J. Bilek, (vice-chairman), lumber & fuel buyer, Chicago & North Western; C. F. Bayer, manager, purchases & stores, Delaware, Lackawanna & Western; E. S. Bonnet, fuel purchasing agent, New York Central; J. R. Clary, general purchasing agent, New York, Chicago & St. Louis; F. L. Dobson, fuel purchasing agent, Pennsylvania; E. R. Grinsted, buyer, Chicago, Burlington & Quincy; A. W. Hix, general purchasing agent, Chesapeake & Ohio; E. H. Hughes, purchasing agent, Kansas City Southern; W. T. Lambert, assistant general purchasing agent, Southern Pacific; H. E. Martin, fuel agent, St. Louis-San Francisco; W. G. Mateer, manager, purchases & stores, Elgin, Joliet & Eastern; J. E. May, fuel agent, Baltimore & Ohio; M. H. McGlynn, fuel agent, Chicago, Rock Island & Pacific; E. H. Titgen, fuel agent, Missouri-Kansas-Texas; S. J. Trudeau, assistant to purchasing agent, Boston & Maine; H. O. Wolfe, purchasing agent, Gulf, Mobile & Ohio; and W. W. Kelly (chairman ex-officio), general purchasing agent, Atchison, Topeka & Santa Fe.

This report was accepted without discussion.

FOREST PRODUCTS

The 1949 report of this committee included a recommendation to the Mechanical Division that Lumber Specifications M-907-41, adopted in 1910, revised 1933-41, be changed to bring the percentages of moisture content in air-dried lumber more in line with what can actually be procured from the mills. The Mechanical Division declined to accept the recommendation. The committee was of the opinion that the Mechanical Division should reconsider this subject and recommended that:

"Page 12, paragraph 48, beginning with third sentence, reading as follows:

All dimensions shall be based on the following moisture contents, which are the maxima acceptable in good manufacturing practice and govern the size of the car lumber when it is shipped. The moisture content shall be determined by representative samples dried to a constant weight, should be eliminated and the following substituted:

The following dimensions shall be based on the moisture contents shown, which are for kiln-dried lumber, and shall be determined either by representative samples dried to a constant weight, or by means of moisture meters. When air-dried lumber of same dimensions is purchased, moisture content of 20 per cent or less, depending upon dimensions ordered, shall be acceptable.

"This recommendation is made for the following reasons:

"Present specifications preclude the possibility of acceptance under the rules of air-dried car lumber in certain dimensions because it is impossible to air dry it to the maxima moisture contents of the paragraph;

"Acceptance of air-dried lumber increases the sources of supply for suitable car lumber, which competition—if encouraged—reduces the purchase cost of car lumber generally;

"This revision will also bring the specifications into conformity with actual practices under which car lumber is now purchased."

The 1949 committee report included a recommendation that the question of purchasing switch ties in 1 ft. breaks be referred to the Engineering Division of the A.A.R. for consideration and approval. This failed of approval by the necessary majority and, although the committee was still of the opinion that there would be many advantages in purchasing switch ties in 1 ft. breaks, it was willing that the subject be dropped for the present.

The committee emphasized, "in the interest of successful procurement, that close cooperation between the purchasing, stores and using departments must be maintained. Sufficient notice of construction programs should be given the purchasing agent to enable him to buy lumber to the best advantage and insure adequate deliveries of the grades desired without having to pay premiums for spot deliveries. This is probably more important in buying lumber than in any other commodity, due to the radical fluctuations in lumber prices and production schedules."

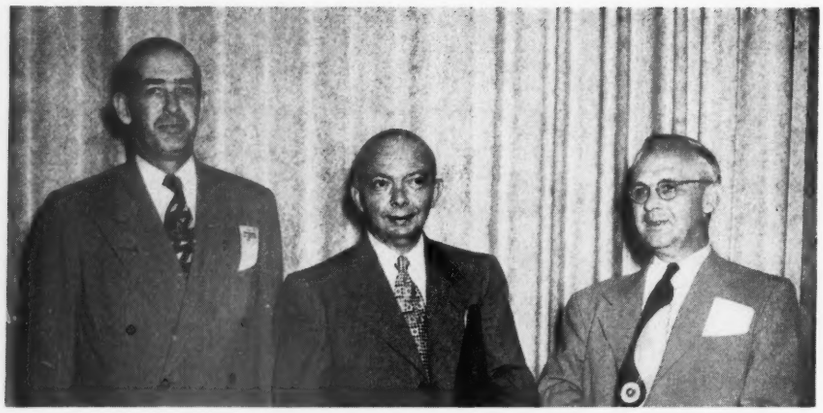
The necessity for the conservation of our forests and their products was stressed. The railroads are vitally interested in this problem, not only from the viewpoint of their future requirements of these items, the report went on, but because they constitute a very valuable contribution in revenue tonnage.

The railroads have been "foremost" in adopting methods and practices for more efficient utilization and extension of service life of timber. In urging continuance of these worthy policies, the committee also suggested that further efforts be directed to the control of "checking" in track and bridge ties.

Also suggested were "experiments with—and use of—larger tie plates, tie pads, and methods of applying plates to ties to reduce or eliminate mechanical wear to track and bridge ties.

"Hand in hand with the subject of conservation is the necessity of adapting the proper species and grades of forest products to the specific job, to the end that a higher price or quality of material is not used than is required. One railroad has issued for its own use a pamphlet entitled, 'Lumber Grade Guide' for Western species of lumber which the West Coast Lumbermen's Association has adopted and is distributing gratis. Although this booklet deals only with West Coast species, it can well be used as a model for the industry."

The committee said that it had pointed out in previous reports the savings that "may be obtained through mechanical handling. To secure the maximum benefits of mechanical devices for unloading, much intensive and patient missionary work will have to be done with the mills to bring



Left to right: O. O. Albritton, vice-president, purchases and stores, Illinois Central; D. E. Frank, works storekeeper (Altoona), Pennsylvania; and J. S. Eaton, assistant to general purchasing agent, Western Maryland

them to a realization of the necessity for packaged lading. Some progress is being made by some of the larger wholesale and retail lumber yards, which report receiving packaged lumber in open-top cars, and it is suggested that each of us may benefit by a trip to those yards in our locality which are enjoying this improved method of handling. Full cooperation of our operating people may be expected, as it is obvious that packaged lumber may eliminate claims and the expensive rearrangement of shifted lumber. A Portland, Ore., trade magazine published an article on March 20, 1950, advising that certain mills are cooperating in a test loading of short lumber in bundles, in open-top cars. It is suggested that the next succeeding committee ascertain and report the results of this test."

The members of this committee are: M. B. Moore (chairman), assistant general purchasing agent, Chicago & North Western; T. P. Lynch (vice-chairman), assistant general purchasing agent, New York Central; Group I (Eastern-Southern): T. P. Lynch; G. H. Bolton, tie & timber agent, Boston & Maine; R. W. Cook, chief tie & timber agent, Seaboard Air Line; W. F. Dunn, tie & timber agent, Southern; J. S. Eaton, assistant to general purchasing agent, Western Maryland; D. E. Muldoon, assistant manager, purchases & stores, Delaware, Lackawanna & Western; E. W. Peterson, purchasing agent, Bangor & Aroostook; M. H. Priddy, tie & timber agent, Chesapeake & Ohio; W. M. Stombock, supervisor timber preservation, Lehigh Valley; Group II (Mid-Western): J. R. Cade (chairman), assistant purchasing agent, Texas & New Orleans; C. S. Burt, assistant to vice-president, purchases & stores, Illinois Central; G. B. Campbell, tie & timber agent, Missouri Pacific; D. E. Dawson, general storekeeper, Gulf, Mobile & Ohio; C. B. Hanover, purchasing agent, Chicago, Milwaukee, St. Paul & Pacific; G. J. Hoffman, assistant purchasing agent, Pennsylvania; L. W. Kistler, tie & timber agent, St. Louis-San Francisco; W. F. Myers, chief lumber inspector, Chicago, Burlington & Quincy; E. C. Thom, lumber buyer, Chicago, Rock Island & Pacific; P. E. Turner, lumber agent, Atchison, Topeka & Santa Fe; Group III (Far Western): L. S. Myers, (chairman), assistant purchasing agent, Northern Pacific; L. V. Guild, purchasing agent, Union Pacific; E. H. Polk, purchasing agent, Southern Pacific; and G. M. Betterton (chairman ex-officio), general purchasing agent, Southern Pacific.

Discussion:

Lumber prices, it was said, today are 20-30 per cent higher than they were in January of this year. This, it was pointed out, is because of high demand, for costs are not the primary factor governing the price of lumber. In the East and Midwest, prices are up and deliveries uncertain. In the Far West, the lumber situation is "confused," said E. H. Polk, purchasing agent of the Southern Pacific. Crossties (Douglas Fir) can be bought only if the railroad pays a price equal to that of finished lumber. Prices are high and demand is greater even than during the war years. Part of this is caused by the fact that one of the largest producers is having labor trouble. Production is below demand, although the gap between the two has narrowed somewhat in the last three weeks, Mr. Polk said.

F. J. Steinberger, assistant general purchasing agent of the Atchison, Topeka & Santa Fe, suggested that in the coming year the committee should study the possibility of getting even dressed lumber shipped to the railroads in "packages." Perhaps, he said, some way could be found to wrap such lumber so that it could be shipped in open-top cars so that it could be unloaded mechanically, with a consequent reduction in handling costs.

The report was accepted as information.

GENERAL RECLAMATION

W. F. Brown, Chairman

The committee stressed the importance of keeping a close watch on reclamation costs. The advent of the 40-hour week, with related increase in labor rates, together with continued high costs of material, has made this subject of even greater consequence, the committee said. Accurate cost records should be maintained at all times and cost figures should be scrutinized constantly, so as to know that all reclamation operations are being performed at a reasonable profit.

It was recommended, after a study of the practices used by the railroads, that in flame hardening open-hearth frogs and crossings they be hardened to a point within the range of 340 to 380 Brinnell, and that this recommendation be added to the standard reclamation manual.

One road reported, the committee continued, the reclaiming of clay picks by purchasing tips and welding them to old picks by the electric flash method. Another road had reported that tips were manufactured in its shops and were applied to old picks by open-hearth welding. Both roads reported the cost to be approximately one-half the purchase price of new picks.

Another road reported, the committee went on, the manufacture of tamping bars for use in gasoline and pneumatic tampers. This bar is made in two pieces, the shank being in one piece and the blade in another, and the two pieces are attached by a pressure weld. This road stated that the manufacturing cost is about one-third what a similar bar would cost on the market. It was stated further that there has been little breakage and that many thousands of them are in service at present.

Several roads reported on the reclaiming of Diesel cylinder liners by means of the porous chrome process. It has been stated that test liners have given many hundred thousands of miles of service with little appreciable wear. The roads using this process consider it superior to the method whereby worn liners are bored over-size and fitted with over-size pistons and rings, particularly because stocks of over-size pistons and rings may be eliminated. This work is done by outside concerns and the cost was reported to be considerably under that of a new liner.

Switch Points.—One road has reported the reclamation of switch points by using a tip. This road has been experimenting for several years with a switch point tip, both in manganese and cast steel. The defective switch point is taken into the shop and the ball is cut off down to the web, and the tip is applied and bolted into place.

The manganese tip was said to wear well, but due to its peculiar properties it is very difficult—if not impossible—to drill it, and coring must be extremely accurate. Consequently, the reporting road has come to favor the use of an alloy steel tip and has a good many of them in service, with various hardnesses ranging from 330 to 410 Brinnell. It has not been determined definitely what the correct hardness should be, but 410 Brinnell tips are reported wearing very well.

Diesel Valves.—It was reported that some roads were reclaiming Diesel valves by building up worn places with a cast, non-ferrous hard-facing alloy. Valves are thoroughly cleaned before applying the hard-surfacing alloy. Flame is applied as horizontally as possible to the perimeter of the valve, with care being taken to keep the flame away from the stem to prevent distortion. The valve is then centered in a lathe and the outside of the valve trued up. The seat is machined almost to size, and then finished in a valve grinding machine.

To correct a worn valve stem, the valve is centered in a lathe and the stem is turned down about .025 in. deep. A knurling tool is run over the surface and then the stem is metal sprayed with .80 carbon, after which it is machined to size.

The committee was of the opinion that it would be desirable to establish standards for permissible wear on certain items of track material where it was to be reused—in main line or other tracks—without repairing. The following items of material were submitted for study in collaboration with Committee 5—Track, A.R.E.A., and it was suggested that this subject be followed up and developed further by succeeding committees: switch gage plates—wear on risers and wear from base of stock rail; switch plate rail braces—wear at point of contact with bottom of rail ball and general reduction in thickness; switch slide or riser plates—wear on riser and wear from base of stock rail; flat switch plates, frog plates, guard rail plates, etc.—reduction in thickness; switch head rods and tie rods—elongation of holes and wear due to abrasion of connecting parts; switch point lugs or clips—elongation of holes and wear due to abrasion of connecting parts; switch stand connecting rods—elongation of holes and wear due to abrasion of wearing parts; tie plates—as used on cross ties—reduction of thickness; track spikes for main-line repair work—reduction in size due to rust, wear or rail cutting; guard rails—wear on outside of ball; nutlocks or spring washers—minimum vertical distance, center to center of ends.

Diesel Crank Case Lubricating Oil.—Another subject suggested to this committee was the development of recommendations and procedure for the reclamation of Diesel crank case lubricating oil. Accordingly, a survey was made, with the following results: 80 roads were contacted by a questionnaire, 40 were short line roads and their issues were so small that their reporting was disregarded. One major road's report was incomplete and it was eliminated, leaving 39 roads, from which these conclusions have been drawn:

"It will be noted that 22 roads reclaim oil in their own shops; 7 are having this done in contract shops; and 10 do not reclaim their oil. These 10 roads not reclaiming oil represent a purchase of new oil in excess of 800,000 gallons annually; and, inasmuch as the average cost of reclamation is considerably under 50 per cent of the cost of new oil, it would appear that such roads are suffering considerable loss. Many of our major roads, having long runs, are using reclaimed oil without detriment to the service; and, in fact, as far as we can tell, reclaimed oil is actually better than the original oil, due to the light ends being driven off in the reclaiming process."

Of the roads reporting, the average cost of reclamation of a finished gallon of Diesel crank case lubricating oil was 13.4 cents.

It was noted that in many locations, the cost of reclaiming oil in company shops was fully as high as the figure than can be obtained from a contract shop. Consequently, while the committee wholeheartedly endorsed the policy of reclaiming lubricating oil, "it is felt that care must be exercised to avoid excessively large outlays for plants, particularly if the individual road adopts a policy of progressively extending the lube oil mileage."

In making this study, the committee noticed that a surprising number of large roads had little or no storage capacity for new oil. "Many received anywhere from 50 to 100 per cent in steel drums. Normally, the difference in price per gallon between barrel and tank car delivery amounts to two cents. A survey of the major roads involved in this check indicated that they were purchasing 1,700,000 gallons annually in drums, no storage being provided. With the increase in Diesel power, the quantity of lube oil which the roads will necessarily have to purchase will increase, and it would appear that a very substantial saving could be effected by installing adequate lube oil facilities and taking advantage of the difference in cost between barrel and tank car deliveries."

The committee recommended the reclamation of Diesel lubricating oil.

The committee's report noted that there was a change in brake beam standards which "is of utmost importance. The Nos. 15 and 3 brake beams have been superseded by the A.A.R. Standard No. 18 beam. Brake beams of not less than the capacity of the No. 18 will be required on all cars built new or rebuilt on or after January 1, 1951, in interchange. Further, new brake beams applied in repairs to any car in interchange on or after January 1, 1951, except replacement in kind, must be of not less than the capacity of the No. 18. It is suggested that those in charge of reclamation plants should give immediate thought to the development of tools and machinery needed for repairs to the several types of beams that qualify under the No. 18 standard."

One road, the committee report continued, was reclaiming journal bearing wedges by heating them and using dies to reform them to their original contour. Wedges are brought

to a heat of 1,200 deg. F. to 1,300 deg. F. in a furnace, care being taken not to overheat them. This road reported the cost of reclaiming wedges by this method to be approximately one-third the cost of new.

The members of the committee are: (1) Purchases & Stores Division representatives: W. F. Brown (chairman), superintendent, scrap & reclamation, Wabash; A. T. Hendricks (vice-chairman), reclamation foreman, Missouri-Kansas-Texas; E. R. Casey, superintendent reclamation plant, Union Pacific; C. L. Foust, supervisor of scrap & reclamation, Illinois Central; R. E. Hamilton, supervisor reclamation, Chesapeake & Ohio; T. F. Kelly, district storekeeper, New York, New Haven & Hartford; A. T. Kipping, supervisor scrap & reclamation, Chicago, Rock Island & Pacific; W. F. Lawson, superintendent, reclamation plant, St. Louis-San Francisco; J. H. Ritter, storekeeper, Baltimore & Ohio; F. J. Steinberger, assistant general purchasing agent, Atchison, Topeka & Santa Fe; O. L. Temple, assistant general storekeeper, New York, Chicago & St. Louis; John Voorhies, superintendent, scrap & reclamation, New York Central; (2) Mechanical Division representatives: W. C. Barrer, assistant superintendent, car shops, Chicago & North Western; L. S. Crane, engineer of tests, Southern; A. J. Hoover, foreman, reclamation plant, Pennsylvania; J. McMullen, consulting engineer, Erie; E. H. Poenisch, general foreman, Chicago, Milwaukee, St. Paul & Pacific; (3) Engineering Division representatives: C. D. Cronk, assistant signal engineer, New York Central; J. O. Fraker, general electrical and shop engineer, Texas & Pacific; E. E. Martin, assistant engineer, Pennsylvania; G. E. Martin, superintendent water service, Illinois Central; R. A. Morrison, engineer maintenance of way, Pere Marquette district, Chesapeake & Ohio; and V. N. Dawson (chairman ex-officio), general storekeeper, Baltimore & Ohio.

Discussion:

The report was accepted without objection.

STANDARD MATERIAL CLASSIFICATION

J. K. McCann, Chairman

This committee had been requested to consider objections raised by some member roads to the effect that the use of the present classification code involves too much machine work and should be revised.

When the committee considered this subject, eleven roads were represented, of which seven use punch-card machines for material accounting, one is preparing to start using them very soon, and three other roads are not using these machines. The accounting departments of some roads represented have objected to the use of so many columns (generally at least three are needed) to indicate the material classes, and are insisting on the use of two columns only. If only two columns are used it is necessary to transpose from the standard material classification. On one road, this transposing is done in the accounting department; while, in the case of two other roads, the stores department is required to show the transposed number in lieu of the regular material class on all requisitions, invoices and other classified documents sent to the accounting department.

The committee recommended that the number and use of columns be clarified and the subject be referred to the Accounting Division of the Association of American Railroads for recommendations for any needed changes.

The members of the committee are: J. K. McCann (chairman), district storekeeper, Chicago, Burlington & Quincy; J. W. Cockrill (vice-chairman), district storekeeper, Illinois Central; J. G. Acheson, division storekeeper, Chesapeake & Ohio; W. J. Haggerty, traveling storekeeper, New York Central; G. E. Hinton, assistant to general storekeeper, Southern Pacific; R. J. Lane, storekeeper, Norfolk & Western; F. J. McNulty, assistant to general storekeeper, Boston & Maine; W. K. Smallridge, assistant general storekeeper, Northern Pacific; J. N. Wandell, assistant general storekeeper, Chicago, Milwaukee, St. Paul & Pacific; W. O. Whitlow, material supervisor, Atchison, Topeka & Santa Fe; J. H. Whitman, head clerk, service bureau, Pennsylvania; and G. E. Wilson (chairman ex-officio), manager of stores, Reading.

Discussion:

One road announced that it would begin machine accounting for materials and supplies very shortly and that it was using a tabulating machine code of its own, since it could not wait for the Division to settle on a new code which all member roads could follow.

The report was accepted.

STANDARDIZATION OF STORES STOCK

E. F. Chubb, Chairman

Several lists of sizes of materials being used by the railroads took up much of this report. In addition, mention was made that railroads could get from the Anti-Friction Bearing Manufacturers Association a catalog containing a uniform system of identification for anti-friction bearings. Their catalog now made it possible, the report went on, to identify interchangeable bearings, and made it easy to eliminate duplicate stocks.

Members of this committee are: E. F. Chubb (chairman), assistant general storekeeper, Pennsylvania; G. H. Flagg (vice-chairman), supervisor of materials, Baltimore & Ohio; G. W. Alexander, purchasing agent, Central of Georgia; G. A. Belson, district storekeeper, Chicago & North Western; T. J. Clancy, district storekeeper, Great Northern; H. C. Crowder, division storekeeper, Northern Pacific; P. W. Ewing, stores inspector, Illinois Central; R. W. Hall, traveling storekeeper, Louisville & Nashville; B. Y. Heazlitt, purchasing agent, Kentucky & Indiana Terminal; C. A.

Hoover, division storekeeper, Southern; G. J. House, classification inspector, Erie; W. H. Lloyd, general storekeeper, Chicago, Rock Island & Pacific; E. P. Nordeen, traveling storekeeper, Union Pacific; C. J. Pearce, assistant general storekeeper, Southern Pacific; H. C. Potter, assistant to general purchasing agent, New York Central; A. B. Sears, assistant general storekeeper, Atchison, Topeka & Santa Fe; J. W. Trump, district storekeeper, Reading; C. Williams, supervisor of material standardization, Missouri Pacific; C. E. Woodson, foreman, storehouse, Norfolk & Western; and C. L. Wakeman (chairman ex-officio), general storekeeper, Wabash.

Discussion:

Discussion on this report revolved around the committee's recommendation that the present Section 5 (Identification of Diesel Locomotive Repair Parts) of Manual Rule 25, be eliminated and a new Section 5, which makes no reference whatever to Diesel parts, be substituted. Despite some opposition, the report was accepted.

PURCHASING DEPARTMENT—ORGANIZATION AND PROCEDURE

E. V. Purdy, Chairman

This committee suggested that all roads which have devised new "work saver" forms of any type for use by the purchasing departments should send copies to the executive vice-chairman, who would distribute copies to the member roads for their examination and possible use.

In recommending manual rules changes, the committee proposed that rule 18, paragraph f, be changed so that the requisition-order method be accepted as standard. This requisition-order form, prepared by the stores department, has the following advantages, the committee report stated:

a. Elimination of the necessity for writing and checking orders against requisitions in the office of the purchasing department;

b. Transcription, with all its chances for error, is eliminated;

c. There is one less file to handle; and

d. Less time is taken to get the order into the hands of the vendor.

The members of the committee are: E. V. Purdy (chairman), purchasing agent, Texas & New Orleans; W. S. Riach (vice-chairman), assistant general purchasing agent, Atchison, Topeka & Santa Fe; J. H. Baker, assistant purchasing agent, Canadian Pacific; F. J. Casey, office manager—purchasing department, Chicago, Milwaukee, St. Paul & Pacific; H. A. Christ, assistant to purchasing agent, Wabash; H. M. Dewart, purchasing agent, Grand Trunk Western; C. A. Engelbrecht, chief clerk, purchasing agent, Pennsylvania; E. W. Gatzert, assistant purchasing agent, St. Louis-San Francisco; G. A. Green, accountant, general purchasing department, Canadian National; J. T. Healy, assistant to general purchasing agent, Louisville & Nashville; F. A. Leeker, assistant purchasing agent, Florida East Coast; H. A. Lockhart, assistant to purchasing agent, Baltimore & Ohio; C. J. Moisan, office manager—general purchasing agent, Illinois Central; W. F. Niehaus, assistant purchasing agent, Missouri-Kansas-Texas; D. D. Phillips, assistant to purchasing agent, Boston & Maine; R. I. Renfrew, assistant general purchasing agent, New York Central; S. R. Secor, assistant general purchasing agent, Chesapeake & Ohio; R. F. Williams, assistant to purchasing agent, New York, New Haven & Hartford; and H. M. Rainie (chairman ex-officio), purchasing agent, Boston & Maine.

Discussion:

The report was accepted.

MAINTENANCE OF WAY AND CONSTRUCTION MATERIALS

J. C. Blackwell, Chairman

This committee's investigations discovered, among other things, that, generally speaking, the stores departments of member roads had little control over unapplied cross and switch ties. The report recommended that the stores department be given policing authority over this material. Such control, the report stated, would give the railroads better control of inventory and consumption and would promote conservation.

In view of the increased labor expense of the 40-hour week, the committee suggested that all roads examine the shop cost of repairing signal, telephone and maintenance-of-way construction materials. It was their thought that much of the material could be purchased more cheaply than it could be repaired.

Discussion was given to the possibility of shipping complete turnouts, with rail cut to proper lengths, for new construction jobs. The committee decided that where large mechanized forces were used for laying rail, it probably was best to let the cutting of rail be done on the job. But where small and not highly mechanized forces were installing the rail, precutting at shops was feasible and desirable. It was recognized however, that approach rails must be cut on the job (i.e., the rails that lead to the turnout).

The committee developed information indicating that most roads favored preboring all bridge timber before treatment, The following reasons were given for preferring preboring: better impregnation is obtained, especially around the holes, thus tending to increase service life; and definite monetary savings are made if timber is prebored at plants.

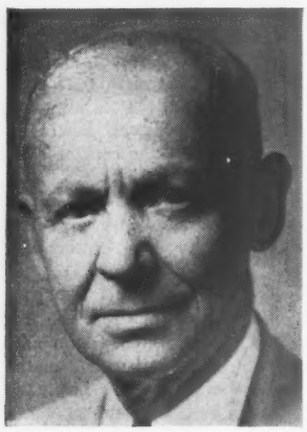
The members of this committee are: J. C. Blackwell (chairman), district storekeeper, Illinois Central; J. M. Day (vice-chairman), assistant to general storekeeper, Southern Pacific; H. H. Baber, supervisor of maintenance-of-way material yard, Norfolk & Western; E. Bartos, general travel-

ing storekeeper, Atchison, Topeka & Santa Fe; J. M. Brewer, general line stockkeeper, Louisville & Nashville; D. E. Byham, storekeeper, Pennsylvania; W. A. Charles, general storekeeper, Grand Trunk Western; B. A. Cumbea, district storekeeper, Chesapeake & Ohio; L. W. Flynt, traveling storekeeper, Florida East Coast; A. C. Harris, maintenance-of-way storekeeper, Chicago, Milwaukee, St. Paul & Pacific; J. H. Howland, traveling storekeeper, Chicago & North Western; F. A. Jarres, division storekeeper, Baltimore & Ohio; T. E. McIntyre, storekeeper, New York Central; H. R. Phillips, traveling storekeeper, Denver & Rio Grande Western; A. P. Pollard, traveling storekeeper, Boston & Maine; and N. V. Oldenbuttel (chairman ex-officio), general storekeeper, Atlantic Coast Line.

Discussion:

The report was accepted without discussion.

STORAGE AND MATERIAL HANDLING FACILITIES



J. C. McCaughan, Chairman

This committee announced that it had submitted a questionnaire on savings brought about by the use of lift trucks as handling equipment. Fifty member roads, each with gross revenues of more than $25 million, were polled. Nineteen roads reported a total saving of $310,907, and a saving in man-hours running to 264,947. (This was stores department only.) Thirteen roads reported not using such equipment. The committee noted, too, that "it is disappointing to note that 14 roads using fork trucks have no record of savings realized. Cost records are of vital importance in our efforts to secure the support necessary to accomplish the most economical and efficient methods of handling the materials and supplies that must be handled into and out of our storehouses. Failure to develop these data may be one of the contributing factors in further retarding the slow progress being made by our suppliers in shipping their products in unit loads. We cannot be in a position to accept any extra charges they may propose for shipping in unit loads unless we know the savings are sufficient to justify the cost."

The committee went on to say that it realized that some of the proposals made by shippers, on special rates on pallets, etc., would be ruinous to the railroads if granted. However, "in spite of all this, we are of the opinion that we must continue to expand in our efforts to bring about the results we have been seeking. There has been and there still is the possibility of reaching our goal. The importance of the matter both to shippers and the railroads is such that in time agreements will be reached that will permit both sides to come out whole."

The committee reported that one road was receiving about two-thirds of its lumber in unit loads and was saving much money by unloading these loads by the fork truck method. Such handling also makes possible the single sticking of lumber in 50 per cent of the time formerly required.

Members of this committee are: J. C. McCaughan (chairman), general storekeeper, Chesapeake & Ohio; C. E. Swanson (vice-chairman), general storekeeper, Chicago, Burlington & Quincy; J. V. Anderson, traveling storekeeper, Chicago, Milwaukee, St. Paul & Pacific; F. B. Bartsch, assistant general storekeeper, Chicago & North Western; S. L. Bouque, assistant general storekeeper, Southern Pacific; H. F. Branaman, general foreman, Atchison, Topeka & Santa Fe; E. J. Fowler, traveling storekeeper, Southern; D. E. Frank, works storekeeper, Pennsylvania; S. F. Furlong, storekeeper, Union Pacific; R. E. Godley, assistant manager of stores, Illinois Central; A. M. McHenry, purchasing agent & storekeeper, Atchison, Topeka & Santa Fe; J. J. McKinnon, storekeeper, Boston & Maine; B. H. O'Meara, district storekeeper, Missouri Pacific; J. W. Patterson, district storekeeper, New York Central; H. F. Perritt, division storekeeper, Seaboard Air Line; E. M. Pulsipher, assistant general storekeeper, Great Northern; C. E. Reasoner, assistant general storekeeper, Missouri-Kansas-Texas; E. G. Roberts, stores manager, Chicago, Rock Island & Pacific; W. M. Robertson, general storekeeper, Chicago & Eastern Illinois; and B. T. Adams (chairman ex-officio), general storekeeper, Illinois Central.

Discussion:

There was brought to the attention of the members the fact that track spikes and bolts are being shipped in new types of containers. One container is a 200-lb. capacity fiber keg with steel bottoms. The other is 100-lb. capacity cubical cardboard container. If tests are successful, it was brought out, handling of these commodities should be considerably easier in the future.

The report was accepted.

FIRE PREVENTION, SAFETY PRACTICES, INSURANCE

D. E. Cain, Chairman

Safety, this report said, is one of the most important factors in economical railroad operation. No safety program would be a success, the report continued, without cooperation between employees and management. The committee then enumerated several suggestions calculated to arouse the interest of employees in safety:

1. Genuine interest on the part of top ranking officers;
2. Supervisory personnel must see that good housekeeping is observed;
3. Deliberate disregard of safety practices must be dealt with in a positive manner; employees must be thoroughly familiar with hazard potentials in their jobs;
4. Conditions that contribute to accidents should be given attention, and corrective action taken; and

5. Each employee must be made to feel that his safety is of first importance in the accomplishment of any task.

It was noted that 22 of 95 roads responding to an inquiry by the committee did not give any assistance to employees in securing safety shoes. Since some 327 injuries (reportable and non-reportable) to toes occurred in 1949, the committee strongly urged that the use of safety shoes be encouraged. Also suggested was the full use of rubber clothing for employees handling Diesel fuel oil.

The members of the committee are: D. E. Cain (chairman), chief clerk to general storekeeper, Atchison, Topeka & Santa Fe; M. J. Stelzer (vice-chairman), division storekeeper, Erie; D. J. Burke, storekeeper, Maine Central; P. W. Grayson, general storekeeper, Texas & Pacific; E. F. Grisius, inspector of stores, Chicago, Milwaukee, St. Paul & Pacific; R. J. Ryan, storekeeper, Gulf, Mobile & Ohio; L. I. Smith, division storekeeper, Chicago, Rock Island & Pacific; E. J. Urtel, division storekeeper, Baltimore & Ohio; G. Wonnell, storekeeper, Pennsylvania; and E. J. Leonard (chairman ex-officio), general storekeeper, Chicago & North Western.

Discussion:

One member advised all to keep handy at all times a list of doctors and their telephone numbers—over and above the company doctors, since physicians sometimes are hard to reach in an emergency.

One member stated that mechanical handling equipment was helping to reduce injuries at shops and storehouses. Another storekeeper suggested that next year's committee study the effect that the new manner of handling and storing supplies be looked into to see if it is creating new safety hazards.

The report was accepted.

SHOP MANUFACTURING

Early in its report, the committee made the following statement:

"The past year has brought about considerable changes in the procurement of materials. A buyers' market now exists and many items, which heretofore were unobtainable except through shop manufacture, are now readily available. This condition suggests careful investigation of the products offered by vendors who are able to supply our needs. The investment in equipment and tools for shop manufacture of materials should always be considered. However, the angle of 'quantity purchase' should not be overlooked. Too often the purchase of materials on a quantity purchase is not economical. Investigation will develop that shop manufacture in like quantities can meet the purchase price, yet the consumption may not justify the purchase or manufacture on a quantity basis if we are to maintain a balanced stock.

"Where the volume of work justifies, we recommend the establishment of a separate manufacturing shop rather than the manufacture of material in the regular maintenance shop, as it permits closer cost accounting.

"The importance of a committee to analyze material for manufacture and repairs cannot be overemphasized. Now that steam power is being displaced, authority should be definite for decisions as to the economy in repairing and manufacturing only the materials required and in quantities needed."

Last year's committee noted that there was not as much manufacturing and repair of Diesel locomotive material as there was for steam locomotive parts. This condition has begun to show some change. More materials are being manufactured and repaired.

Twenty member roads submitted information relative to shop costs but nine of the contributors were unable to provide a comparison between manufacturing or repair costs and purchase prices.

In most instances this was attributed to:

(a) Shop manufacturing costs are not maintained.
(b) All materials were purchased.
(c) The materials purchased and manufactured have not been in sufficient quantities for a true comparison.

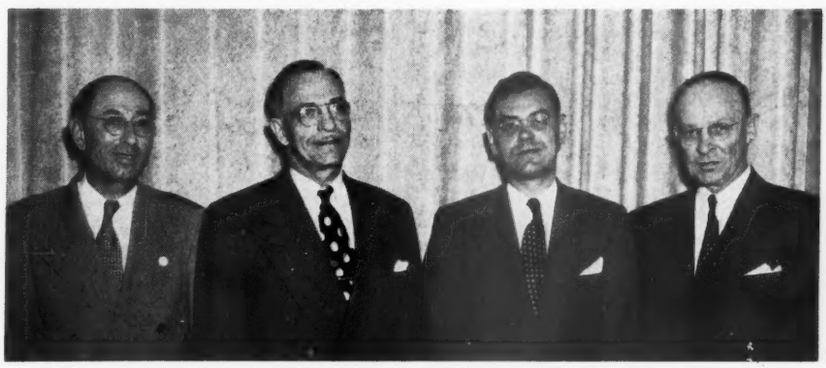
The committee did develop comparative costs on 35 items of Diesel material. The report stated that the savings in shop repair and manufacture compared with purchase price range from a low of 16 per cent for main generator repairs to 100 per cent for cylinder relief and pilot valves. It is considered economical by reporting roads to repair the valves because of availability and transportation charges.

The members of this committee are: G. P. Butcher (chairman), general storekeeper, Norfolk & Western; A. V. Sorenson (vice-chairman), division storekeeper, Atchison, Topeka & Santa Fe; J. H. Bean, general foreman, Markham store, Illinois Central; J. S. Hayes, storekeeper, Boston & Maine; D. L. Helsel, chief clerk, general stores, Southern Pacific; D. T. Matthews, district storekeeper, New York Central; F. E. Marvin, assistant district storekeeper, Northern Pacific; J. C. McLendon, division storekeeper, Atlantic Coast Line; E. C. Osmondson, inspector of stores, Chicago, Burlington & Quincy; R. F. Welch, assistant general storekeeper, Texas & Pacific; C. R. Wheeler, division storekeeper, Baltimore & Ohio; F. P. Williams, division storekeeper, Erie; and S. C. King (chairman ex-officio) general storekeeper, Florida East Coast.

Discussion:

It was suggested that in the future when this committee dealt with costs that only labor and material costs be included in the cost figures. Many roads, it was pointed out differ in the amount of shop prorates charged to manufacturing costs, making this advisable.

The report was accepted.



Left to right: E. J. English, American Steel & Wire; C. L. Wakeman, general storekeeper, Wabash; John Timanus, P.&S. Division, A.A.R.; and L. H. Haynes, assistant general storekeeper, Seaboard Air Line

Reports continued on next page.

TERMINAL RAILWAY PURCHASING AND STOREKEEPING

J. W. Miles, Chairman

This committee was formed for the purpose of submitting a manual rule covering termin company purchasing and storekeeping. The following was submitted:

"There is an unusual amount of interest being given this subject at this time and, in view of the importance of the matter, it is recommended that the committee be continued for at least another year, with increased personnel—equally divided between terminal company representatives and representatives of terminal companies' participating lines. . . .

"Where advisable, a purchasing agent and storekeeper shall be appointed to purchase, care for and distribute all unapplied material and supplies. These officers should report directly to the terminal management, rather than to the head of any other department.

"Suitable facilities shall be furnished for the storing of material and supplies and all such items shall be handled through the terminal store and not by the member or participating lines.

"Items common to all railroads should be purchased in the open market and used wherever necessary.

"Items peculiar to one or more member or participating lines shall be secured from that railroad at their stock prices and, when used on their equipment, shall be charged at stock prices plus handling costs. If, for any reason, any of these items become obsolete or the design changed, making them unusable, the terminal company shall have the authority to return such items to the railroad from which received and bill such railroad at the full original cost, or dispose of as directed by the railroad furnishing such material.

"Any scrap accumulated by the terminal companies shall be offered for sale at current prices. Member roads shall be given first opportunity to take such scrap accumulations. However, if such roads do not desire to take advantage of this, such scrap shall be disposed of to outside dealers. Repairable material, if impossible of repair locally, shall be returned to owning line.

"Single item stock records shall be maintained for all items of material and supplies and periodic stock checks made for the purpose of replenishing stocks and determining any surplus items on hand.

"Sufficient material handling equipment of correct design shall be furnished for the economical handling of all material and supplies. This should include the delivery of material to the using departments.

"Terminal companies should be equipped with adequate storage facilities for bulk Diesel fuel and propane gas. All railroads using such terminal facilities should secure their requirements of these items from that source rather than provide duplicate facilities or ship such items from their own stock.

"Where justified, suitable wheel shop facilities shall be furnished and maintained by terminal companies. These should include boring machines, axle lathes, wheel turning lathes, wheel presses, etc.

"Member roads should furnish a committee composed of purchasing and stores personnel to inspect terminal facilities at frequent intervals to assist in any problems arising; also to determine if any economies can be effected, stock reduced, or surplus material disposed of."

The members of this committee are: J. W. Miles (chairman), district storekeeper, Illinois Central; J. B. Hobbs (vice-chairman), stores inspector, Chicago, Rock Island & Pacific; C. A. G. Blomquist, assistant purchasing agent, Central of Georgia; F. A. Dant, assistant to purchasing agent, Cincinnati Union Terminal; J. H. Dickinson, purchasing agent, Jacksonville Terminal; S. R. Manion, storekeeper, Pennsylvania; and A. N. Laret (chairman ex-officio), general purchasing agent, St. Louis-San Francisco.

Discussion:

One member suggested that when the terminal company bought materials and supplies it might cost more in the long run than if the tenant roads did the buying, for the tenant roads probably could take advantage of quantity prices. Chairman Miles said that although his committee had found little to support this conclusion, that the 1950-51 committee would make an investigation of the subject.

The report was accepted.

STATIONERY AND PRINTING

P. R. Dawson, Chairman

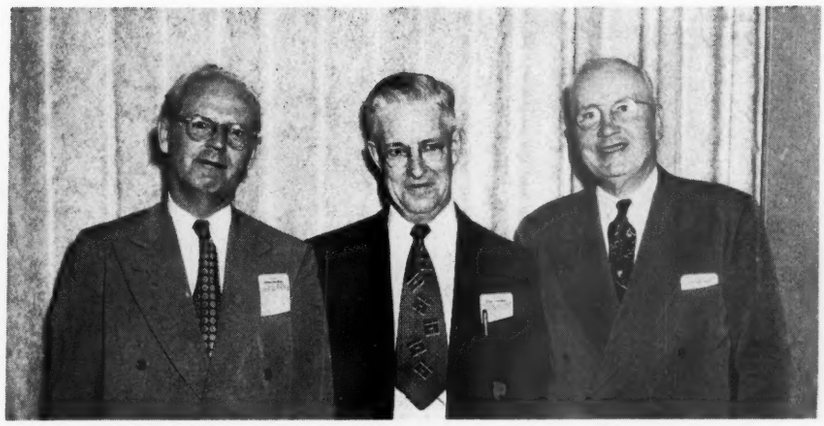
After stating that railroad expenditures for stationery and printing in 1949 were $28,929,000, the committee recommended that more roads consider the adoption of 7½ in. by 9½ in. for plain papers and printed forms. A monetary saving of 23 per cent could be made, the report went on, by using this size of plain paper instead of 8½ in. by 11 in. Proportionate savings also were possible on other items such as printed letterheads, carbon paper and printed forms.

This committee also recommended the creation of various other committees to study the following subjects, which were felt to offer many possibilities for economies:

1. Standardization of miscellaneous stationery items;
2. Standardization—and reduction—in sizes of printed forms, without affecting the efficiency of the item;
3. Elimination of unnecessary printed forms and statements; and
4. Installation of office methods and machines necessary to improve efficiency and enable work to be done in a shorter work week.

The committee also reminded the members of the economies possible where fork lift trucks were used to handle and store supplies on pallets and skids.

The members of the committee are: P. R. Dawson (chairman), stationery storekeeper, Baltimore & Ohio; C. C. Wootten (vice-chairman), stationer, Nashville, Chattanooga & St. Louis; W. P. Beall, stationery storekeeper, Southern



New England and the Midwest get together. Left to right: D. J. Burke, storekeeper, Portland Terminal; W. A. Carney, storekeeper, Boston & Maine; and E. J. Leonard, general storekeeper, Chicago & North Western

Pacific; H. Carter, general stationery storekeeper, New York Central; H. A. Clarke, assistant to purchasing agent —stationery, Erie; O. D. Fisher, stationery storekeeper, Pennsylvania; J. A. Griffith, stationery buyer, Union Pacific; W. W. Griswold, stationer, Chicago, Rock Island & Pacific; G. W. Kendall, stationery buyer, Atchison, Topeka & Santa Fe; F. J. Mayer, stationery buyer, Illinois Central; P. R. Merriman, storekeeper, Maine Central; R. L. Newcome, stationer, Delaware, Lackawanna & Western; E. M. Page, stationer, Southern; J. T. Van Horn, stationer, Missouri Pacific; C. S. Williams, stationery storekeeper, Texas & New Orleans; and Clyde Cocke (chairman ex-officio), purchasing agent, Norfolk & Western.

Discussion:

The report was accepted.

LOSS AND DAMAGE PREVENTION—SALVAGE AND DISPOSITION

This committee urged Purchases and Stores Division personnel to attend loss and damage meetings on the individual railroads and to maintain contact with the territorial freight claim conferences. In this way, the report stated, profitable disposition of damaged goods could be promoted.

Purchasing agents were urged to write vendors semi-annually on the subject of packaging and loading, pointing out mistakes and keeping before the manufacturers the importance of good marking.

Further use of steel strapping for bracing material in cars was recommended.

Members of this committee are: N. R. Hamilton (chairman), division storekeeper, Central of Georgia; W. A. Clem (vice-chairman), purchasing agent, Reading; H. Crouse, purchasing agent, Texas & Pacific; J. L. Layton, stores inspector, Pennsylvania; F. A. Murphy, regional storekeeper, Baltimore & Ohio; F. R. Schwartz, purchasing agent & storekeeper, Atchison, Topeka & Santa Fe; and G. T. Wickstrom (chairman ex-officio), general purchasing agent, Union Pacific.

Discussion:

It was suggested that next year's committee get figures on the amount of loss and damage to company material, since this might be revealing. One member proposed that in its 1951 meeting program, the committee include a demonstration on packaging of delicate instruments which are used on Diesel locomotives.

The report was accepted.

STORES DEPARTMENT—ORGANIZATION AND PROCEDURE

J. E. Duffy, Chairman

This committee suggested that each time stock records are taken the quantities due should be reviewed with the object of making possible cancellation of orders to eliminate overstocking. The purchasing agent should be notified of possibilities for cancellation of orders and he in turn would notify the vendor, if he concurred with the stores forces' opinion.

One of the subjects studied by this group was the desirability of drafting specific instructions for the interchange handling of propane cylinders. The committee decided, however, that each road should handle this matter with its connecting lines.

Also proposed by this group was Mechanical Division consideration of an inspection procedure which would determine the good condition of such cylinders when replaced. Also requested from the Mechanical Division was a regulation that no cylinders will be applied when the five-year limitation test is at hand.

The members of this committee are: J. E. Duffy (chairman), assistant manager of stores, Erie; N. B. Coggins (vice-chairman), general storekeeper, Southern; J. R. Beach, division storekeeper, Central of Georgia; C. E. Bulkey, general storekeeper, Missouri-Kansas-Texas; C. I. Cavenaugh, assistant general storekeeper, Atlantic Coast Line; H. Gibson, assistant general storekeeper, St. Louis-San Francisco; J. H. Hellums, district storekeeper, Illinois Central; E. M. Hickox, chief clerk to general storekeeper, Union Pacific; C. R. Holmes, general storekeeper, Atchison, Topeka & Santa Fe; W. Huddleston, assistant general storekeeper, Canadian National; L. F. Mahoney, supervisor, material standards, Boston & Maine; C. H. McGill, manager, purchases & stores, New York, New Haven & Hartford; T. E. Meehan, division storekeeper, Missouri Pacific; D. H. Phebus, general storekeeper, Chicago, Milwaukee, St. Paul & Pacific; W. W. Shugarts, assistant stores manager, Penn-

C. R. Holmes

G. M. Byers

sylvania; H. J. Smith, general storekeeper, Southern Pacific; C. N. Thacker, storekeeper, New York, Chicago & St. Louis; W. H. Young, general storekeeper, Seaboard Air Line; and J. L. Quarles (chairman ex-officio), superintendent of stores, Chesapeake & Ohio.

Discussion:

Two special papers on stock control were presented as a part of this committee's program. In the minutes they will be included as a part of the committee's report. C. R. Holmes, general storekeeper, Atchison, Topeka & Santa Fe, read a paper on the merits of the "strike-off" system. Two of the main reasons for the Santa Fe's making the change to the perpetual inventory system, Mr. Holmes said, were that the expense and time required in making a monthly stock check were not thought to be justified. Frequently, also, requisitions made after this check were, in too many cases, made too late to avoid running out of material. The advantage of the use of the stock card in place of a requisition is that time is saved in writing the requisition, and many errors in transcription are avoided. Smaller inventory adjustments are possible with this actual stock control.

G. M. Byers, division storekeeper, Erie, took the point of view that the single item stock book sheet gave good stock control. Its advantages, he said, were: (1) Economy in preparing the sheets (used for 12 years); (2) a complete record for a number of years is available, thus making it easy to keep up with how the item is moving, and whether or not surplus is accumulating. On Diesel parts posting is done to single item sheets daily, thus giving a good check.

The report was accepted.

EMERGENCY BOARD

(*Continued from page* 86)

The reports were devoted largely to summarizing evidence with respect to each issue which was introduced by the parties. The comment on the relationship between operating costs and sustained employment, as quoted above, was made by the board when it discussed the "financial aspects" of the Conductors-Trainmen case. There it also said it would be "derelict in its duty" if it did not "take cognizance of the financial problem which confronts the railroads" in the present cases and in other pending wage proceedings.

Evidence relating to railroad earnings and rates of return, the report went on, "would seem to represent a deterioration of financial position, no matter how generously such returns may be interpreted." Meanwhile, however, the board found "reason to believe" that "the rapid Dieselization and other improvements in equipment and facilities will greatly enhance the railroads' capacity to meet effectively the challenge of competing transportation agencies." Thus, it added, "the immediate future may not be so discouraging" as the financial data suggest.

"But," the report continued, "rapidly accumulating costs of operation, including labor costs, may militate against the probability of greater prosperity. Dieselization is only partly an attempt to meet a severe competitive situation; it is also a consequence of the need for greater economy and efficiency and of increased labor costs. Increased costs of operation necessitate increased mechanization, and increased mechanization causes technological displacement of employees. This is a situation seriously to be contemplated by both management and labor."

MERCHANDISING SURPLUS MATERIAL

G. E. Hargreaves, Chairman

In view of the trend to Dieselization and the decline in the general volume of transportation, this committee was reactivated for the 1949-50 season. The committee's report stated that surplus material could be disposed of if lists were brief, fully described the material offered and gave complete data as to final cost. Final cost, the report said, should include freight to the nearest junction of the purchasing line.

Consideration was given to establishing a clearing house through which surplus material would be handled or cleared. The committee felt, however, that this arrangement was impractical and would add to the cost of sale.

The members of the committee are: G. E. Hargreaves (chairman), assistant purchasing agent, Pennsylvania; E. H. Otto (vice-chairman), assistant to purchasing agent, Baltimore & Ohio; H. C. Miller, special assistant, Illinois Central; J. F. Reynolds, classification inspector, Erie; J. E. Thraff, general storekeeper, Great Northern; M. M. Williamson, stores manager, Lehigh Valley, and C. B. Neubauer (chairman, ex-officio) assistant to vice-president, Southern.

Discussion:

It was brought out that merchandising surplus material was a selling job, and no central clearing bureau was needed. Chairman Kirk said that he thought railroads were doing a poor job of selling when they offered surplus material for sales at more than the prevailing market price. Since most surplus eventually will become obsolete, and then can be sold only for scrap, it seemed to him that those railroads were cheating themselves out of some money, since no railroad could buy.

The report was accepted.

GENERAL NEWS

New Intercity Freight Index Shows Relative Growth of Carriers Since 1939

"Monthly Comment" by I.C.C. bureau also discusses anticipated expenditures, passenger-service deficit and dining service

A new index for intercity freight transportation, covering rail, water, highway, pipeline and air carriers, was introduced in the latest issue of the "Monthly Comment," publication of the Interstate Commerce Commission's Bureau of Transport Economics and Statistics. The index, presented as a "general measure of current fluctuations" in intercity transportation, was calculated from freight ton-mile data, and indicates, among other things, the relative growth of the various carriers since 1939.

Other articles appearing in this issue of the "Comment" included one on prospective railroad gross capital expenditures for the first three quarters of 1950. Estimates, based on reports made to the I.C.C. by the railroads themselves, indicate that such expenditures for the first nine months of this year will be 23 per cent below the same period of 1949.

The bureau also discussed the 1949 passenger service deficit, dining and buffet service revenues and expenses, freight loss and damage, and last year's freight revenue of water carriers. In the passenger deficit article there was a breakdown of the $649.3 million 1949 deficit between "head-end" traffic and the transportation of persons.

Freight Index Shows Traffic Growth

An accompanying table, reproduced from the "Comment," is from the article dealing with the new intercity freight index. Using 1939 as the base year, five group indexes, representing the major forms of transportation, are shown, as is a consolidation of the five.

The five groupings in the table were prepared, according to the bureau, by using ton-mile data from 17 basic series. These were then translated into index number form, and the 17 individual series were combined into the five. In thus combining the groups the bureau said each individual series was weighted by giving it a weight proportionate to its freight revenue in 1939.

While the weighted traffic level for all carriers, as indicated in the combined index, moved upward 71 percentage points since 1939, the total ton-miles of intercity carriers increased only 40.6 per cent. This difference, the bureau said, "is due to a more rapid rise in the traffic of those types of carriers whose ton-miles receive greater weight on the basis of value in the index."

Compared with the Federal Reserve Board index of industrial production for the 11-year period, the combined index for intercity freight transportation has increased more than the production index. The latter gained 62 per cent, as compared with 71 per cent. The bureau in making comparisons also noted that since 1939 the ton-miles of transportation required per capita in the United States have increased approximately 23 per cent, from about 6,000 to slightly over 7,500.

Capital Expenditures

The article on gross capital expenditures for Class I roads reported that such expenditures totaled $212.7 million for the first three months of 1950. Compared with expenditures of $343.3 million for the same period of 1949 this represents a decrease of 38 per cent. Of actual expenditures for the first quarter of 1950, 25.1 per cent was for road and 74.9 per cent for equipment.

Estimates from these Class I roads indicate, the bureau said, that gross capital expenditures for the second and third quarters will total $549 million, bringing the nine-months' total to $761.6 million. This total would be about 23 per cent below the 1949 figure. Carrier figures indicate, the bureau added, that expenditures for road during the first three quarters will be about 15.2 per cent below 1949 and for equipment the decrease will be 25.6 per cent.

Turning to the passenger service deficit, which reached an all-time high in 1949, the "Comment" analysis showed the head-end deficit increased 6.8 per cent over 1948, while the deficit from the "carriage of persons" increased 34.3 per cent. Using the car-mile basis of apportionment, the bureau assigned $398.3 million of the total deficit to head-end traffic for 1949, and $251 million to transportation of persons.

Revenue from head-end traffic was down 5.3 per cent in 1949, while operating expenses, taxes and rents assignable to this traffic were increasing 1.1 per cent. For carriage of persons revenue dropped from $1,102.3 million in 1948 to $981 million in 1949, a decrease of 11 per cent. Expense items assignable to this traffic decreased 4.4 per cent.

Discussing the head-end deficit prob-

Passenger service net railway operating income

Year	Total passenger service Millions	Mail, express baggage and milk (head-end) Millions	All other Millions	Percent head-end of total deficit
1940	$— 262.0	$— 140.8	$— 121.2	53.73
1941	— 226.0	— 151.8	— 74.2	67.17
1942	+ 89.3	— 166.5	+ 255.8	....
1943	+ 279.8	— 262.1	+ 541.9	....
1944	+ 234.1	— 301.5	+ 535.6	....
1945	+ 230.1	— 290.9	+ 521.0	....
1946	— 139.7	— 325.8	+ 186.1	....
1947	— 426.5	— 325.2	— 101.3	76.25
1948	— 559.8	— 372.9	— 186.9	66.61
1949*	— 649.3	— 398.3	— 251.0	61.34

*Preliminary.

Indexes of freight transportation (based on ton-mile series for specified classes of carriers), 1939-1949

Year	Rail	Water	Pipeline	Highway	Air	Total
1939	100	100	100	100	100	100
1940	111	108	106	113	119	111
1941	139	117	123	142	157	137
1942	181	75	135	118	264	157
1943	205	64	176	117	434	174
1944	213	70	238	117	612	183
1945	199	83	228	129	779	178
1946	177	107	172	152	542	167
1947	191	112	189	185	741	185
1948	185	118	215	210	972	189
1949	153	116	197	225	1,041	171

DOORWAY TO MORE "KNOW HOW" ABOUT RAILROADING—Entrance to the new Central Research Laboratory of the Association of American Railroads on the Chicago campus of the Illinois Institute of Technology which was formally dedicated on May 26 (see *Railway Age* of June 3, page 34)

lem, the bureau said this traffic has been carried "at substantial losses" in each year of the 1940-1949 periods. "The [deficit] trend has been definitely upward since the earlier year," it continued, and in this connection presented the second accompanying table.

Dining Service Also Costs Money

Dining and buffet service on Class I roads cost the railroads $101.5 million in direct expenses in 1949, while revenue for the service amounted to only $72.9 million. "In consequence," the bureau found, "it cost the carriers $1.392 of direct expenses in 1949 to produce $1 of revenue from dining and buffet service." In 1948 it had cost $1.382 of direct expenses to produce $1 of revenue.

Data from 19 large railroads reporting over $1 million of dining and buffet revenue in 1949 showed in each case a decline in this class of revenue when compared to 1948. In the ratio of direct expense to revenue the range for these roads in 1949 was from 109.7 per cent in the case of the Southern to 185.4 per cent for the Union Pacific. Of the 19 carriers 11 showed a higher ratio in 1949 than in 1948.

Charges to operating expenses for "loss and damage" to freight amounted to $103.5 million in 1949, a decrease of 20 per cent below the 1948 figure. However, the decrease in the number of ton-miles of revenue freight, which dropped 17.5 per cent, presumably accounted for much of the drop in loss and damage charges. According to the "Comment" the loss and damage per million revenue ton-miles declined only 3 per cent in 1949, going down from $203 in 1948 to $197.

With 1948 and 1949 prices deflated to the 1939 level the bureau found that loss and damage charges by 1949 had risen 130 per cent above the 1939 level. During the same period ton-miles increased only 58 per cent. In terms of 1939 prices the freight loss and damage per million ton-miles had increased from $62 in 1939 to $90 in 1949. This represents a 45 per cent increase in such charges over the 11-year period.

The concluding article in the "Comment" was a summary of 1949 returns to water carriers. Freight revenue for domestic traffic moved by water carriers increased 22.9 per cent in 1949, from $167.3 million in 1948 to $205.6 million. Freight tonnage, however, was down 2.9 per cent. Passenger revenues for these carriers declined 9 per cent, from $15 million in 1948 to $13.7 million in 1949. The number of passengers carried declined 11.8 per cent.

Switchmen to Strike; Others May Follow

Trainmen, conductors discuss emergency board report

The Switchmen's Union of North America has scheduled a strike against five western railroads to take effect at 6 A.M. on June 25. The walkout will take place on the Chicago, Rock Island & Pacific, the Chicago Great Western, the Denver & Rio Grande Western, the Great Northern and the Western Pacific, apparently as the result of selection by the union of only those roads on which its membership representation is strongest. The strike, which was originally set against 11 western roads to take effect on May 23 and was later postponed to June 1, involves the union's demand for a 40-hr. week with no decrease in pay and other concessions (see *Railway Age* of May 27, page 50; also page 84 of this issue.)

A second possible strike which would be aimed at the nation's Class I railroads is shaping up after a conference in Chicago June 20 of the negotiating committees of the Order of Railway Conductors and the Brotherhood of Railroad Trainmen. The conference was called to discuss the recommendations of the Presidential fact-finding board released in Washington, D. C., on June 15, and summarized on pages 84-86. A second joint conference has been called for July 10, five days before the conclusion of the 30-day "cooling off" period prescribed by the Railway Labor Act. Summoned to this conference are the general chairmen of both groups who will consider the matter of possible strike action by the combined membership of over 250,000 to enforce their demands for a 40-hr. week with 48 hours pay, and time and a half for work on Sundays and holidays for employees in yard service plus a number of other changes in working rules which would affect the pay of both yard and road service employees.

Loomis Makes Statement

In a statement to the press, Daniel P. Loomis, chairman of the Association of Western Railways, blamed "union politics" for the switchmen's strike call. "The leaders of this union," he said, "although representing only 5 per cent of the nation's switchmen and holding contracts with only a relatively few railroads, have twice flouted the Presidential board in their ambition to get ahead of the trainmen and conductors.

"They are utterly callous to the paralyzing effect their threatened strike will have on important sections of the west, or the hardships empty pay envelopes will impose on their own members and many more thousands of railroad workers. In their reckless drive for prestige and members, they are making a mockery of the Railway Labor Act," he said.

As *Railway Age* goes to press, final plans as to operation under strike conditions by the five roads effected have not been announced. The Rock Island has announced that it will shut down operations completely. President J. D. Farrington told the Chicago press that the Rock Island's 29,000 daily commuters from the city's southwestern suburbs would be without service as would all of the road's through passengers throughout the 14-state area it serves. Freight service, he said, would also be at a standstill. Mr. Farrington estimated that 21,000 employees would have to be laid off, resulting in a wage loss estimated at $234,000 a day.

Officials of the Chicago Great Western have announced that they were taking no immediate steps to cancel the road's service which includes 10 passenger and 30 freight trains daily between Chicago,

Kansas City, Omaha and the Twin Cities of Minneapolis and St. Paul. Definite plans by the Great Northern and the Western Pacific have not yet been announced. The Rio Grande intimated that the plan which it had made up for the strike when it threatened on May 23 and June 1 would probably be used. The plan calls for diversion of all freight traffic which cannot be transferred to a connecting line or placed with the consignee, 24 hours before the time the strike is actually called. The plan called for a continuation of passenger train service as conditions permit, and it is anticipated that this may entail passenger yard operation by supervisory forces.

Condemns Preferred Passenger Lists

Space withholding should be for emergencies, I.C.C. says

One railroad practice in connection with reservation and sale of sleeping and parlor-car tickets and tickets for reserved seats in coaches has been found unlawful by the Interstate Commerce Commission in a report on its No. 30031 investigation of the space-sale procedures of the railroads and Pullman Company. As to Pullman, the commission found that its rules, regulations and practices governing sale and redemption of sleeping and parlor-car tickets for space in Pullman cars are not unreasonable or otherwise unlawful.

The condemned railroad practice is that of "withholding sleeping-car space and space in reserved-seat coaches from general public sale for use or sale in emergencies, or for use of and sale to persons on preferred lists . . . to the extent the amounts withheld are in excess of amounts necessarily required to meet the need for space arising from operating conditions or emergency situations." No commission order was issued with the report, which said "the carriers themselves can take any action to correct conditions which have led to complaints from railroad passengers."

Define Reasonable Withholdings

As to the amount of space which might reasonably be withheld without making the practice unjustly discriminatory, the commission said that the proper amounts cannot be determined for all conditions. It added, however, that the facts of record made it appear that "ordinarily" the amounts "should not be greater than from 5 to 7 per cent of the total sleeping units in the train, and from 3 to 5 per cent of the reserved seats in coaches in the train, exclusive of space used for train crews or other service purposes."

That finding, the report continued, "does not include space in special cars or trains, or reservations of space in regularly scheduled trains for bona fide organized group movements such as tours, athletic teams, travel to and from conventions, schools, or to or from resort areas and similar group movements, provided the reservations are made in accordance with the published tariffs of the carriers concerned governing time limits for reservations and sale of tickets to the public generally."

Generally the commission's report follows the proposed report made in the case by Examiner Frank E. Mullen (see *Railway Age* of October 1, 1949, page 49). However, the commission's conclusions differ in part from those recommended by the examiner. Among the proposals it failed to adopt was one that would have called upon the Pullman Company to impose a "reasonable charge," except in special cases, for redeeming its tickets.

Meanwhile, its report, like Mr. Mullen's, said that evidence in the case made it "clear that there are no widespread 'black-market' operations in the procurement and sale of space on passenger trains." The complaints and "rumors" of such operations, which prompted the commission to institute the investigation, related particularly to the situation with respect to trains to and from the east coast of Florida (especially Miami) during the tourist seasons of 1946-47 and 1947-48. The investigation covered also the situations at New York, Chicago, Washington, D. C., and Pacific Coast points.

Most of the complaints involved lack of sufficient room accommodations. "Many passengers want only room space, or accept with reluctance, lower berth or upper berth space in open sections," the commission explained. As to gratuities to railroad employees, it said the record "does not show that railroad employees hold out space for the purpose of forcing passengers to pay gratuities." While it was shown that employees in Chicago and New York had accepted gratuities in some instances, they were "extremely few in numbers."

In discussing the practices of hotel employees at Miami, the commission noted that they have been purchasing space for resale, or accepting cancellations of space and reselling it. It emphasized that such practices are in violation of the Pullman Company's tariff rules which stipulate that space is nontransferable, and if transferred it cannot be redeemed.

Recommends "Stricter Supervision"

"It is apparent," the report added, "that whatever remedial action is taken must be through stricter supervision of space reservations and the issue and redemption of Pullman tickets; action by local authorities to enforce city ordinances governing dealings in railroad and Pullman tickets; and by closer supervision and control by hotel operators of the activities of their employees in connection with procurement of reservations."

On the matter of withholding space, the commission said that the railroads should discontinue use of preferred waiting lists, assignment of space to passenger representatives soliciting travel, and the practice of "plugging" space for dis-

No. 611, the first of three additional new streamlined passenger locomotives being built in the Norfolk & Western's Roanoke, Va., shops, has just been put in service on some of the road's main-line passenger trains. The 611, of the 4-8-4 type, has a tractive effort of 73,300 lb., and weighs, in working order with tender, 872,600 lb. It is the twelfth N. & W. Class J locomotive to enter service, and one of 35 heavy-duty freight and passenger steam locomotives built or planned for construction at Roanoke since early 1948

position upon request of higher officers "in order to meet demands for space from so-called 'important' shippers and other persons deemed to be important or worthy of special favors."

"When space is in considerable demand and persons are waiting for space," the report added, "the favoritism shown such shippers and other persons results in undue preference and unjust discrimination. The practice probably results in great harm to the carriers in the loss of the goodwill of thousands of travelers who know it exists and resent it."

Revises Price Index Of Railroad Supplies

Bureau of Railway Economics will issue data quarterly

The Bureau of Railway Economics of the Association of American Railroads has revised its price index of railroad material and supplies, so as to include items of purchase that have recently increased in importance, such as Diesel locomotive supplies. The revised index also reflects the relative importance of each item of purchase under current conditions, and has been placed on the basis of the average of 1935-1939 as 100.

The price of each commodity included in the index is reported to the bureau by 18 large railroads, which normally make two-thirds of the total purchases made by all Class I roads in the United States. The commodities for which prices are reported were selected as representative items, after survey by a special committee of the Purchases and Stores Division, A.A.R. The committee considered the typical character of each commodity. The commodities included are those which are purchased by the railroads in large quantities, which are purchased by most railroads, and the price trend of each of which closely parallels the price trend of its class.

Railroad Material Price Index

	Fuel (coal and oil)	Forest products	Iron and steel products	Miscellaneous products	Total
Average 1935-39	100.0	100.0	100.0	100.0	100.0
June 1, 1940	98.0	100.5	102.4	101.4	99.7
Dec. 1, 1940	98.1	117.0	103.2	103.7	102.2
June 1, 1941	104.3	121.9	107.1	104.9	106.4
Dec. 1, 1941	107.8	136.4	109.9	114.6	112.0
June 1, 1942	110.8	150.3	110.3	120.9	115.8
Dec. 1, 1942	112.7	155.2	110.2	121.9	117.2
June 1, 1943	128.2	176.5	109.9	122.8	124.7
Dec. 1, 1943	131.1	179.0	111.6	123.5	126.7
June 1, 1944	133.6	182.8	113.7	125.6	129.0
Dec. 1, 1944	134.4	183.3	113.6	125.2	129.3
June 1, 1945	139.4	187.0	116.2	128.0	132.8
Dec. 1, 1945	142.3	198.0	118.7	128.0	135.8
June 1, 1946	157.8	206.5	131.2	134.8	147.7
Dec. 1, 1946	165.9	231.7	136.4	155.2	158.9
June 1, 1947	178.1	250.0	149.0	168.6	172.0
Dec. 1, 1947	214.5	261.1	163.0	168.5	190.4
June 1, 1948	233.4	276.6	172.5	179.3	203.8
Dec. 1, 1948	234.1	277.7	193.7	188.6	214.0
July 1, 1949	204.7	250.9	188.0	181.1	198.7
Oct. 1, 1949	201.7	247.0	188.0	180.6	197.3

Prices have been related to the average prices as of June 1 of the years 1935 to 1939. Prices for various dates to June 1, 1948, have been weighted according to purchases in 1940, while prices for various dates from June 1, 1948, have been weighted according to purchases in 1948.

The accompanying table shows the trend in railroad material prices, on an index basis, from 1935-39 to October, 1949. The bureau plans to develop this index quarterly hereafter, beginning with January 1, 1950.

A.T.A. Favors New Set-Up For Transport Regulation

Creation of a new Federal Transportation Commission to take over the "judicial" phases of regulation with respect to all agencies of transport was proposed this week to the Senate's subcommittee on domestic land and water transportation by Edgar S. Idol, general counsel of American Trucking Associations, Inc. The proposed set-up also contemplates the creation of eight regional commissions and the transfer of "administrative" phases of regulation to the executive branch of the federal government.

The plan is somewhat like one previously presented to the subcommittee by Jack Garrett Scott, general counsel of the National Association of Motor Bus Operators, but Mr. Scott proposed that "administrative and quasi-judicial" matters be handled by an administrator who would be under the "general supervision and direction" of Mr. Scott's proposed federal commission (see *Railway Age* of June 10, page 73).

Mr. Idol made his presentation at the June 20 session of hearings which the subcommittee, a unit of the Senate committee on interstate and foreign commerce, is holding in connection with studies it is making pursuant to Senate Resolution 50. The subcommittee is headed by Senator Myers, Democrat of Pennsylvania.

The proposal presented by Mr. Idol was formulated by a special committee of A.T.A. Under it, the Interstate Commerce Commission and other transport regulatory commissions would be supplanted, the new federal commission would consist of nine members, appointed for life at salaries and retirement arrangements on the same basis as members of the Supreme Court. Each of the eight regional commissions would consist of "not less than three" members with tenures of office and salaries on the same basis as federal district judges.

As to "administrative" matters, Mr. Idol suggested that the Undersecretary of Commerce for Transportation be the principal administrative officer; and that he be given the "rule-making authority now vested in the Interstate Commerce Commission." The proposal also contemplates that the undersecretary would have "administrative jurisdiction" over all matters pertaining to safety, service, insurance, accounting, records, tariff forms and filing and enforcement.

Also on June 20, the subcommittee heard J. F. Rowan, executive secretary of the Household Goods Carriers' Conference, make a presentation on behalf of that branch of the trucking industry. At the previous hearing session, on June 15, it received additional presentations from individual truck lines urging amendments to the Interstate Commerce Act which would bring under regulation all for-hire trucking of agricultural commodities and sea foods.

Horace W. Harper Nominated For Railroad Retirement Board

Horace W. Harper, general chairman of the Brotherhood of Railway Clerks on the Texas & New Orleans, has been nominated by President Truman for membership on the Railroad Retirement Board. The nomination was sent to the Senate on June 21.

Mr. Harper would be railroad labor's representative on the board, serving the remainder of a five-year term expiring August 29, 1954, as successor to Julius G. Luhrsen. The position has been vacant for nearly a year, Mr. Luhrsen's term having expired on August 29, 1949.

Railroad labor and management are each entitled to nominate one member of the three-man board, and Mr. Luhr-

COAL BY RAIL COMMITTEE
203 EAST FIRST STREET
EAST SYRACUSE, NEW YORK

THE COAL BY RAIL COMMITTEE of East Syracuse, N. Y., hopes to have over a million of these stickers, imprinted with the user's own name, in circulation within the next 60 days, for use on letters, bills, circulars, etc. The same design is also available in larger sizes, at moderate cost, for display purposes. The committee's objective is to stimulate use of coal as a fuel, and its transportation by rail

sen was endorsed for reappointment by the so-called standard railroad labor organizations. However, the unions submitted additional names to the President, including that of Mr. Harper, after Mr. Truman indicated that he was not disposed to reappoint Mr. Luhrsen, who is 73 years old. Mr. Luhrsen became a member of R.R.B. in March, 1945. He had previously served, in turn, as president of the American Train Dispatchers' Association and executive secretary of the Railway Executives' Association.

Freight Car Loadings

Loadings of revenue freight in the week ended June 17 totaled 805,680 cars, the Association of American Railroads announced on June 22. This was an increase of 9,828 cars, or 1.2 per cent, over the previous week, an increase of 156,329 cars, or 24.1 per cent, above the corresponding week last year, when there was a strike in the bituminous coal fields, and a drop of 100,951 cars, or 11.1 per cent, below the equivalent 1948 week.

Loadings of revenue freight for the week ended June 10 totaled 795,852 cars, and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS

For the week ended Saturday, June 10

District	1950	1949	1948
Eastern	142,567	142,995	160,784
Allegheny	163,570	168,552	184,337
Pocahontas	60,303	69,786	76,282
Southern	121,537	119,174	139,298
Northwestern	129,483	130,556	135,497
Central Western	123,019	119,500	138,720
Southwestern	55,373	57,593	71,745
Total Western Districts	307,875	307,649	345,962
Total All Roads	795,852	808,156	906,663
Commodities:			
Grain and grain products	44,255	49 391	52,254
Livestock	7,241	7,951	11,800
Coal	145,679	186,086	203,124
Coke	14,368	13,052	14,813
Forest products	45,154	40,355	48,576
Ore	81,083	80,219	82,145
Merchandise l.c.l.	82,971	91,992	105,561
Miscellaneous	375,101	339,110	388,390
June 10	795,852	808,156	906,663
June 3	709,587	698,824	821,206
May 27	780,959	784,824	804,757
May 20	743,307	773,910	879,177
May 13	711,819	771,738	846,945
Cumulative total 23 weeks	15,488,074	16,640,608	18,275,233

In Canada.—Carloadings for the week ended June 10 totaled 80,017 cars, compared with 78,985 cars for the previous week, and 72,764 cars, for the corresponding week last year, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
June 10, 1950	80,017	31,072
June 11, 1949	72,764	31,124
Cumulative totals for Canada:		
June 10, 1950	1,632,372	699,866
June 11, 1949	1,663,806	729,090

R.L.E.A. Unions Suspend Cooperation with Management

The Railway Labor Executives' Association decided last week to suspend all cooperation with railroad management on problems of mutual interest, such as those involved in efforts to eliminate subsidized competition. The decision was announced in the June 17 issue of "Labor," which said that the 20 union leaders who are members of R.L.E.A. "felt compelled" to take this "extraordinary step" because the railroads are supporting the Donnell anti-strike bill and opposing Railway Labor Act amendments that would authorize a "union shop" and "check-off" of union dues.

As the first specific step in line with the new "non-cooperation" policy, "Labor" reported, R.L.E.A. rescinded a previous action authorizing its counsel to file with the Interstate Commerce Commission an intervener's petition supporting the railroads' pending request for an investigation of "long-haul" highway transportation. As noted in the *Railway Age* of June 17, page 82, such a petition has already been filed by the Brotherhood of Railroad Trainmen, which is not affiliated with R.L.E.A.

The "Labor" article included a statement by George M. Harrison, president of the Brotherhood of Railway Clerks. In his role of chairman of a committee which R.L.E.A. has set up to promote passage of the union-shop bill and defeat the Donnell bill, he spoke in part as follows:

"We can't cooperate with the railroads while they're pursuing a policy of hostility toward us. That would amount to shaking their hands while they stab us in the back. In the case of the Donnell bill, they are proposing a revolutionary step—stripping rail workers of their rights and putting them in chains. How can anyone cooperate with employers who act that way?

"Then take the union shop issue. The carriers have complained long and loud about the 'free riders' on the highways—that is, the giant trucks which get virtually free use of the roads built at public expense and thus compete unfairly with the railroads. We have sympathized with their complaints. We have helped in many efforts to secure legislation regulating these 'free riders' and reducing

CENTENNIAL CELEBRATION for the Louisville & Nashville drew a crowd of close to fifteen thousand persons to Louisville's Jefferson County Armory on June 7. The featured speaker of the program, A. L. M. Wiggins, chairman of the L. & N.'s board of directors, announced to the throng "with mixed emotions" the voluntary retirement of L. & N. President James B. Hill, and the election of his successor, present Vice-president John E. Tilford (see *Railway Age* of June 17, page 67)

News Briefs . . .

. . . Pennsylvania inaugurates "Indianapolis Limited," new overnight Pullman-coach streamliner between New York and Indianapolis, Ind. Also effective June 25, the P. R. R.'s all-Pullman "Spirit of St. Louis" and its all-coach "Jeffersonian" will be consolidated between New York and Washington and St. Louis, Mo., as will the Pullman "General" and the coach "Trail Blazer" between New York and Chicago. . . . Illinois Central asks Chicago Park Board to sell 6½ acres of submerged "land" beyond Chicago's present waterfront along Lake Michigan, adjacent to present I. C. property, for eventual creation of a harbor terminal for l.c.l. freight. The land, says I. C. President Wayne A. Johnston, "is the only possible location where a suitable package freight harbor can be developed, and it should be preserved for such use."

. . . New York Public Service Commission announces it will oppose the Long Island's petition to abandon its Rockaway branch following recent destruction by fire of Jamaica Bay trestle, replacement of which would cost the road an estimated $1,000,000. (See *Railway Age* of May 13, page 63.)

. . . City of Chicago revives 15-yr.-old petition to Illinois Commerce Commission to limit speed of Chicago & North Western trains to 30 m.p.h. through Norwood Park and Edison Park. C. & N. W. Counsel Drennan J. Slater calls the revival an "attempt to coerce" the railroad to "spend millions that it cannot afford" for elevation of tracks through those districts of the city.

their unfair advantages—in other words, requiring the trucks to stand a fair share of the load.

"Yet, when we seek legislation to bring the 'free riders' into the unions, we get a howl from the managements. We believe such legislation is fair and square, and genuinely democratic. . .

"The railroads are doing all in their power to block such legislation. They must have a lot of imagination if they think they can count on our cooperation, while they try to kick us around that way."

"Labor" also reported that Mr. Harrison had sent communications to all state representatives of the B. of R.C. "instructing them to cease all cooperative undertakings with the railroads in the states, at least until the managements 'change their tune.'"

Southeastern Shippers Hear Mackay, Kelly

The Southeast Shippers Advisory Board, holding its 90th meeting at New Orleans, La., June 14 and 15, adopted resolutions urging the railroads "to embark on a program of constructing an ample supply of box and gondola cars for the use of southern industry"; opposing lease of equipment to the railways by the government, and supporting action of board officers in deploring the recent firemen's strike and in expressing, while the strike was in progress, moral support of the Southern Railway.

Featured speakers at the meeting were C. D. Mackay, assistant vice-president, operating, of the Southern, and H. X. Kelly, executive vice-president of the Mississippi Shipping Company.

Mr. Mackay explained the reasons for *(Continued on page 122)*

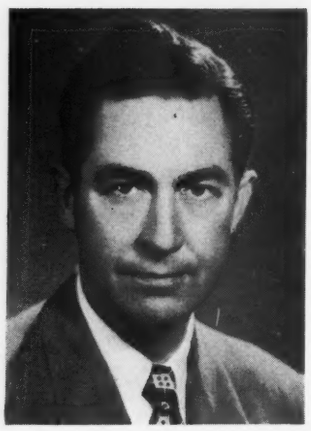
SUPPLY TRADE

Poor & Co. Diversifies; Enters Highway Field

Poor & Co., Chicago, has disclosed its entrance into the highway construction machinery field through acquisition of virtually 100 per cent of the common stock of the Pioneer Engineering Works, Inc., of Minneapolis, Minn. The Pioneer firm is a long established manufacturer of heavy machinery for materials handling such as feeders, rock crushers and conveyors for road building. Poor & Co., since 1936, has diversified from, but maintained its interest in, railway suppliers. Prior to that the firm had devoted itself entirely to the railway supply field.

The **Chattanooga Welding & Machine Co.**, Chattanooga, Tenn., has been licensed by **Railway Ballast Engineers, Inc.**, to manufacture and sell its ballast cleaning machine, known as the "Ballastmaster." **S. F. Judd**, president of Railway Ballast Engineers, has been appointed manager of the railway equipment division of the Chattanooga firm.

The **Lamson & Sessions Co.** has appointed **James G. Rayburn** as merchandising director and **William E. Custar** as assistant sales manager. Mr. Rayburn joined Lamson in a sales capacity in October, 1945, and since that time has served as assistant to **A. U. Klingman**,



James G. Rayburn

railroad sales manager, and later as sales assistant in the general offices at Cleveland, Ohio. In addition to his new duties he will retain control of a number of diversified sales functions.

Mr. Custar has been associated with

William E. Custar

Lamson for 15 years, including 5 years in the payroll and scheduling departments and 10 years in sales, during which time he was assistant manager of the aircraft division and, later, manager of machine screw sales.

Roy F. Johnson, associate director of research of **Pullman-Standard Car Manufacturing Company** at Hammond, Ind., has been appointed manager of the sales and service engineering division. As manager of the new division, Mr. Johnson will serve as liaison between the sales department of Pullman-Standard and the shops, production engineering and research branches of the company. This division also will carry on the customer field service heretofore conducted by the research department.

The **Superheater Company**, division of **Combustion Engineering-Superheater, Inc.**, has moved its New York office from 60 East 42nd street to 200 Madison avenue, and its Chicago office from 122 S. Michigan avenue to Bankers building.

Robert B. Craig has been appointed representative at Washington, D. C., for the **Hennessy Lubricator Company.**

Walter G. Webb has been appointed vice-president in charge of the Evans railroad loading and equipment division

Walter G. Webb

of **Evans Products Company**, Plymouth, Mich. Mr. Webb has been associated with the company for 23 years and has been a vice-president since 1935.

Walter I. Buchanan has been appointed sales manager of the service parts division of the Spicer Manufacturing division of the **Dana Corporation**, succeeding **David F. Kalish**, who will continue with the company on field sales assignments.

Walter I. Buchanan

Mr. Buchanan was graduated from the University of Illinois in 1930 with a degree in mechanical engineering. He

joined the Spicer organization on March 1, 1948, as assistant sales manager of the service parts division.

William Hatton and **Frank B. Powers** have been elected vice-presidents of the **Federal Telephone & Radio Corp.**, Clifton, N. J., manufacturing affiliate of the International Telephone & Telegraph Corp. Mr. Hatton formerly was director of

William Hatton

manufacturing and engineering of I. T. & T. and its manufacturing and sales affiliate, International Standard Electric Corporation, and has been associated with system companies since 1919.

Mr. Powers formerly worked as manager of engineering in the transportation

Frank B. Powers

and generator division of the Westinghouse Electric Corporation; as vice-president in charge of engineering for the Baldwin Locomotive Works; and as assistant vice-president—production of the American Car & Foundry Co. He joined Federal in 1949 as director of manufacturing operations.

The **Wyandotte Chemicals Corporation** has purchased the Pacific Chemical plant of the **American-Marietta Compa..y** of Los Angeles, Cal., to provide a manufacturing unit to serve Wyandotte branches, in Los Angeles, San Francisco and Seattle, Wash. Pacific Chemical's plant and sales personnel will be absorbed by Wyandotte's Pacific division and the Wyandotte research and technical service staffs will become available to users of Pacific Chemical products as well as to companies using Wyandotte products.

The **Blackmer Pump Company** has appointed the following new distributors of its entire product line and service parts: The **Blott-Robb Company,** the **Transmission Machinery Company,** and the **Armco Corporation,** all in Chicago; the **H. O. Link Company,** Baltimore, Md.; the **Tri-State Equipment Company,** Kansas City, Mo.; and the **Avels Sales & Engineering Co.,** Indianapolis, Ind. Also, **C. V. Travis** has been appointed eastern division sales manager, with headquarters at New York, and **John X. Hogan** has joined the **J. C. Patterson Company** in Washington, D. C. These men will supervise sales engineering and expansion of jobbers' appointments in their respective areas.

E. G. Elg, western sales manager of the **Copperweld Steel Company,** has been promoted to the newly created position of manager of railroad sales. His new assignment makes Mr. Elg a part of the general sales staff of the company which

E. G. Elg

has general offices at Glassport, Pa., but he will continue to maintain his headquarters at Chicago. Mr. Elg entered the service of Copperweld 28 years ago, after completion of his technical training at the engineering school of the University of Illinois, and three years of railroad and utility experience.

William J. Burke has been appointed manager and **Frederick H. Eaton** assistant manager of the export section of the sales department of the **American Car & Foundry Co.** Both formerly were with the American Car & Foundry Export Co., which was completely liquidated and dissolved as of April 28. **Ralph F. Koeneman,** assistant chief engineer of passenger cars at the Berwick, Pa., plant, has been promoted to chief engineer of passenger car engineering at that point. **John C. Coonley,** formerly assistant works manager of the Heald Machine Company, Worcester, Mass., has been appointed assistant manager of American Car & Foundry's valve division, with headquarters at Detroit, Mich.

J. William Schaeffer has been named head of the production control department of the **Hunt-Spiller Manufacturing Corporation.**

I. F. Cadman has been appointed sales engineer of the **Union Switch & Signal Co.,** with headquarters at St. Louis, Mo. Mr. Cadman was born on September 28, 1913, at McCook, Neb., where he received his preliminary education and also attended junior college. In 1935 he joined the Chicago, Burlington & Quincy

I. F. Cadman

as a signal helper at McCook, and advanced through various job classifications to leading signalman in 1940. He entered the Chicago office in 1941 as a circuit draftsman. Mr. Cadman joined the commercial engineering department of Union Switch in 1943, where he remained until his recent appointment.

The Cleco division of the **Reed Roller Bit Company** has opened a new factory branch and warehouse at 2832 East Grand boulevard, Detroit, Mich. **J. Reed** and **Roger Winship** have been appointed factory representatives for the Detroit area, with headquarters at the new address.

J. R. Keach, general manager of the **Quaker Rubber Corporation,** Philadelphia, Pa., a division of the **H. K. Porter Company,** has been elected vice-president and a director.

The **Baker-Raulang Company** has elected **H. Dudley Swim** as chairman of the board, **Clarence M. Taylor** as chairman of the executive committee, and **John R. Morrill** as vice-president in charge of sales, effective July 1.

At a recent meeting of the board of directors of the **Brandon Equipment Company,** the following officers were elected: **J. D. Brandon,** formerly president of the American Arch Company, president; **A.**

F. Becker, executive vice-president; **W. D. Jones** and **H. R. Cree,** vice-presidents; **Mrs. Elizabeth Burroughs,** secretary-treasurer, and **Mrs. J. D. Brandon, Jr.,** assistant secretary-treasurer. Messrs. Becker, Jones and Cree, along with Mr. Brandon, had been associated with the American Arch Company for many years.

The **Industrial Brownhoist Corporation,** Bay City, Mich., has opened a sales office at 1422 Oliver building, Pittsburgh, Pa., under the direction of **J. A. Peppard,** district manager of the Pittsburgh and Cleveland, Ohio, territories.

OBITUARY

Thomas Stevens Hammon, chairman of the board of the Whiting Corporation, Harvey, Ill., died at his home in Chicago on June 15.

H. O. K. Meister, 62, general manager of the Hyatt Bearings division of General Motors Corporation, at Harrison, N. J., died on June 10.

William Leonard Macatee, 64, retired traffic manager of the Texas Company, died on June 16, at St. Petersburg, Fla.

Joseph A. Krugler, 50, vice-president of the Taylor-Wharton Iron & Steel Co., died at his home in Easton, Pa., on June 19.

ORGANIZATIONS

A.A.R. Accounting Division Meets at Ottawa Next Month

Canada's minister of transport, Lionel Chevrier, and Donald Gordon, chairman and president of the Canadian National, are scheduled to address the 56th annual meeting of the Accounting Division, Association of American Railroads, which will be held at the Chateau Laurier, Ottawa, Ont., from July 31 through August 3. July 31 will be devoted to the customary "open house" meetings of the division's standing committees, and the division's annual meeting will extend over the three following days.

Mr. Chevrier will speak at the opening session on August 1, when another address will be delivered by Robert S. Henry, vice-president of the A.A.R. in charge of the Public Relations Department. Mr. Gordon's address is scheduled for the following day, while the program for the August 3 session calls for an address by the division's chairman, George F. Glacy, comptroller of the Boston & Maine, and an informal talk by E. H. Bunnell, A.A.R. vice-president in charge of the Finance, Accounting, Taxation and Valuation Department.

Other proceedings of the meeting will include reports of the division's standing committees and the presentation of addresses relating to some of the subjects covered. Such addresses will be delivered by J. Elmer Monroe, assistant vice-president of the A.A.R. and assistant director of its Bureau of Railway Economics; W. H. LeValley, auditor of freight accounts, New York Central; H. J. Bearss, assistant general auditor, Union Pacific; R. V. Cole, auditor of disbursements, Southern Pacific. T. H. Cooper, vice-president and comptroller, C.N.R., is chairman of the committee on arrangements for the meeting.

Roy M. Edmonds, secretary-treasurer of the **Railway Tie Association,** is located in room 912, not room 610, of the Shell building, St. Louis 3, Mo., as was listed in this column on June 3, page 55.

The next regular meeting of the **Mid-West Shippers' Advisory Board** will be held on July 12 and 13 at the Schroeder Hotel, Milwaukee, Wis. Following the close of the final session, all members and guests will attend an outdoor barbecue as guests of the Union Refrigerator Transit line. A special train furnished by the Chicago, Milwaukee, St. Paul & Pacific will take the group to and from the scene of the picnic.

The next meeting of the **American Railway Development Association** will be held at the Chase Hotel, St. Louis, Mo., April 18-20, 1951.

Dr. A. A. Potter, dean of engineering of Purdue University, has been elected president of **Bituminous Coal Research, Inc.,** on a part-time basis. He will continue to serve Purdue in his present capacity.

The **Railroad Enthusiasts, Inc.,** New York division, will hold its next meeting on June 28, at 7:45 p.m., in room 5928, Grand Central Terminal. Harry F. Brown, electrical engineer of the New York, New Haven & Hartford, will discuss "Railroad Electrification—Past and Future." Also, the Western Pacific's full-color movie "California Zephyr" will be shown.

O. Arthur Kirkman, executive vice-president of the High Point, Thomasville & Denton, at High Point, N.C., will address the **Pacific Railway Club** at a dinner meeting to be held in the Engineers Club of San Francisco, Cal., on June 28. Mr. Kirkman's talk will deal with railroad public and employee relations.

ABANDONMENTS

Texas & New Orleans.—The I.C.C. has postponed indefinitely its authorization of May 12 under which this road would be permitted to abandon 22.6 mi. of main track between Burnet, Tex., and Lampasas. Protestants have asked the commission for reconsideration of the order.

EQUIPMENT AND SUPPLIES

Equipment on Order

Class I railroads and railroad-controlled refrigerator car companies placed orders for 36,219 new freight cars in the first five months of 1950—"nearly seven times as many as were ordered in the same period of 1949," the Association of American Railroads has announced.

On June 1 there was a backlog of 41,439 freight cars and 1,009 locomotives on order. The locomotives include 996 Diesel-electric, 9 steam and 4 electric. The freight car backlog includes 24,537 to be built by contract builders and 16,902 to be built in railroad shops.

During the first five months of 1950, the A.A.R. announcement said, 918 Diesel-electric and 4 steam locomotives were installed in service. This constituted the greatest number of such installations in any corresponding period since 1923. Up to June 1, 9,148 new freight cars had also been placed in service in 1950.

The breakdown of the freight cars on order June 1 is: Box, 23,074, including 22,574 general-service cars and 500 to be equipped for special commodity loading; gondolas, 8,990; open-top hoppers, 3,843; covered hoppers, 2,890; refrigerator, 1,284; stock, 500; flat, 60; and pulpwood, 798.

FREIGHT CARS

The **Boston & Maine** has leased 10 50-ton "D-F" box cars from the General American-Evans Company on what was described as "an experimental basis." The first car already has been delivered. "Delivery of the other nine cars is expected within the next month," T. G. Sughrue, executive vice-president of the B. & M., said. "They will be used first in less-than-carload service and for handling paper."

The **Canadian National** has ordered three depressed center 60-ft. flat cars from the Canadian Car & Foundry Co., Montreal, Que. The cars will be used to handle special shipments, mainly heavy transformers, and will be fitted with special 6-wheel trucks and axles. Special air brake arrangements consisting of two complete air brake systems, one controlling each truck at each end, also are being installed. The 10-ft.-wide depressed center section will be 2 ft. 4 in. from the rail. Each car will be capable of carrying an axle load of 225 tons and the frames will be a one-piece casting with holes in the center section for load anchoring.

The **St. Louis-San Francisco** has ordered 95 70-ton covered hopper cars from the Pullman-Standard Car Manufacturing Company for delivery next August.

Freshly garbed in Union Pacific colors, the former General Motors "Train of Tomorrow" heads for Portland, Ore., where it will enter Portland-Seattle pool train service on June 18. According to theU.P., the train will be amplified with about 10 cars currently in the pool service, and will provide an early morning departure from Portland, arriving in Seattle about 1:00 p.m. and a late afternoon return from Seattle to Portland, arriving at 9:30 p.m.

LOCOMOTIVES

The **Chesapeake & Ohio** has ordered 18 1,600-hp. Diesel switching units from the Baldwin Locomotive Works.

The **Lehigh Valley** has ordered 38 Diesel-electric locomotive units costing over $5,000,000. The American Locomotive-General Electric Companies will build 6 1,600-hp. "A" and 2 1,600-hp. "B" freight units and 4 1,600-hp. and 4 1,200-hp. switching units; 14 1,200-hp. switching units will be constructed by the Baldwin Locomotive Works, and the Electro-Motive Division of General Motors Corporation will build 4 1,500-hp. "A" and 2 1,500-hp. "B" freight units and 2 660-hp. switching units. Deliveries are expected to be completed by the end of the year.

"With the receipt of these new engines," C. A. Major, L. V. president, said, "the Lehigh Valley will have completed its Diesel program for main-line yard and road operations. All road service, freight and passenger, will be entirely Dieselized, except for one branch. All main-line yards will be completely Dieselized." Plans to enlarge Diesel handling facilities at the L.V.'s Oak Island yards on the outskirts of Newark, N.J., also were announced.

SIGNALING

The American Locomotive Company has ordered 12 sets, and the Budd Company three sets, of intermittent train control equipment from the General Railway Signal Company, for installation, respectively, on passenger and switching Diesels and on rail Diesel cars for the **New York Central**.

The **Missouri-Kansas-Texas** has ordered from the Union Switch & Signal Co. material to install automatic signaling on 34.6 mi. of single track between Elgin, Tex., and Smithville. The order includes style H-5 searchlight signals and necessary relays, rectifiers, transformers, switch circuit controllers and housings. Field installation will be handled by railroad forces.

The Spokane, Portland & Seattle has ordered equipment from the General Railway Signal Company for the installation of a unit-wire relay interlocking at South Junction, Ore. The control machine will have a 12-in. square panel equipped with 4 track lights and 2 levers for the control of 1 switch machine and 4 signals. Included in this order are Type K relays, Type SA searchlight signals, a Model 5D switch machine and a Type A facing-point lock.

CAR SERVICE

The Car Service Division, A.A.R. has issued Supplement No. 1 to Special Car Order No. 58, which was made effective June 7 to expedite the return home of plain box cars owned by four western roads, The supplement, effective June 19, extended the order to box cars of a fifth road, the Chicago, Burlington & Quincy. (See *Railway Age* of June 10, page 81).

CONSTRUCTION

Atlantic Coast Line.—This road has announced plans to build a Diesel maintenance facility within its Florence, S. C., yards at an estimated cost of $200,000. The project will include rearranging of present track facilities, addition of new trackage and a new steel building, 70 ft. wide by 177 ft. long, with a 50-ft. by 52-ft. extension for supplies, lubricating testing and shop working space. When completed, the road said, the facility will permit maintenance of Diesel units operating on its Northern division.

Chicago, Rock Island & Pacific.—The following contracts have been recently awarded, at the indicated estimated costs: For construction of a two-story office and garage to house the Railway Express Agency, at Davenport, Iowa, to John Soller Construction Company, Davenport, and Wolfes-Jensen Company, Chicago ($141,000); for construction of a three-span steel and concrete bridge for the Union Pacific main line over the new Rock Island freight line at Denver, Colo. (described in *Railway Age* of January 28, page 51, March 11, page 104, and April 15, page 71), to J. H. and N. M. Monaghan & Associated Cos., Derby, Colo. ($200,000); for construction of a steel and timber bridge over Burlington ditch and the Platte river by the same firm ($106,000); for construction of a steel and timber bridge for the Chicago, Burlington & Quincy Market Street spur over the new Rock Island line, to List & Weatherly, Kansas City, Mo. (for substructure) ($46,000); and for construction of a steel and concrete bridge at C.B.&Q. main track over the new Rock Island line by the same firm (substructure only) ($180,000).

McCloud River.—This road has been authorized to construct approximately 5.3 mi. of branch line between Bartle, Cal., and a station designated as Curtis. At Curtis the branch will connect with another new line, approximately 7.5 mi. in length, which the McCloud River Lumber Company proposes to build. The two lines will provide a shorter outlet for logging traffic moving out of this area. In authorizing this construction by the McCloud River the I.C.C. also authorized the road to acquire trackage rights over the lumber company's line. The road will pay to the logging company a proportion of the total cost of ordinary maintenance based on car mileage. Construction of the 12.3 mi. of new line will permit the McCloud River to abandon approximately 11.39 mi. of present trackage which served a timber area that has been cut over. The commission authorized the abandonment at the same time it approved the construction.

Texas & Pacific.—To provide for repair of Diesel locomotives at its Lancaster yard, Fort Worth, Texas, this road

has awarded a contract to the Austin Company of Cleveland, Ohio, for construction of repair facilities in the present engine erecting shop and of a steel and concrete addition, 60 ft. by 100 ft., to the present building. The estimated cost of the new facilities is $350,000.

FINANCIAL

I.C.C. Approves Revamp Plan For Boston Terminal Company

Division 4 of the Interstate Commerce Commission has approved a plan of reorganization for the Boston Terminal Company, under which that company, owner of South Station in Boston, Mass., would become a subsidiary of the New York, New Haven & Hartford and New York Central. South Station is the Boston passenger terminal of the New Haven and Boston & Albany, lessor of the N.Y.C.

Under the reorganization plan, which was formulated pursuant to section 77 of the Bankruptcy Act, the present B.T.C. corporation could be continued or a new corporation organized. The properties involved would be "conveyed or vested in the reorganized Terminal Company," the capital stock of which "would be issued to or redistributed between the New Haven and N.Y.C. . . . in the proportions agreed between them and subject to any approval required by law."

To effect the reorganization, those two roads would pay to the Terminal Company's mortgage trustee (Rockland-Atlas National Bank of Boston) $9,765,500, plus $159,668.06. The latter would restore to $1,693,485.70 a fund accumulated out of rental payments made by the N.Y.C. for the B. & A.'s use of the station. The $159,668.06 was paid out of the fund for fees and expenses of the Terminal Company's trustee and his counsel.

The N.H. and N.Y.C. would also assume liability for all valid claims of priority creditors of the Terminal Company and any secured claims of the City of Boston for water rates; for all unpaid expenses incurred during the reorganization proceeding, including fees; and for taxes due the federal government. Also, they would pay to the mortgage trustee $21,000 per month for the period from January 1, 1950, to the date of consummation of the reorganization plan.

The monthly payments along with the cash payments mentioned above, would be distributable to holders of Terminal Company first-mortgage bonds, as would 75,775 shares of New Haven common stock. As of December 31, 1949, which would be the effective date of the plan, the bonds were outstanding in the aggregate principal amount of $15,155,000, and accrued and unpaid interest on them amounted to $5,589,710.

The bondholders would receive, for each $1,000 principal amount of their holdings, about $776 in cash and 5 shares of New Haven common. The latter would be part of the stock reserved under the N.H. reorganization plan for unliquidated claims.

Since the claims of the secured creditors would not be satisfied in full, the commission found that inferior claims were without value. For purposes of the proceeding, it fixed the value of Terminal Company properties at $7,000,000.

Boston & Providence.—*Reorganization.*—The Interstate Commerce Commission has reopened this case and assigned it for further hearing on July 24 before Examiner Wilkinson at Washington, D. C. Purpose of this hearing, the commission said, is to receive evidence relating to modification of the plan previously approved by the commission, and for the proposal of other plans. (See *Railway Age* of June 17, page 88).

Parties who intend to introduce evidence at the hearing must transmit to the commission's Bureau of Finance by July 13 copies of any plans and exhibits they expect to present.

Georgia & Florida.—*Equipment Trust Financing.*—The I.C.C. has supplemented its order of March 2 which authorized this road's receiver to issue $950,000 in equipment trust certificates to the Reconstruction Finance Corporation. This latest order changes a condition imposed by the commission which would have advanced over the G.&F. receiver's certificates and the first-mortgage bonds the government's claim of an old indebtedness originating in 1921. This advancement caused strong opposition at subsequent proceedings in the reorganization court, the commission said, and the road held further conferences with the R.F.C. in which the latter agreed, subject to I.C.C. approval, to purchase the certificates without reference to the old loan. The present order in effect approves that transaction.

Gulf, Mobile & Ohio.—*Trackage Rights into Birmingham, Ala.*—The I.C.C. has authorized the Illinois Central to intervene in connection with this road's proposal to acquire a new route into Birmingham, Ala. The I.C. is opposing the G.M.&O. plan on the grounds that the relief sought by the latter "will not be in the public interest," and that present trackage rights, which the G.M.&O. seeks authority to abandon, are part of a contract with the I.C. and certain other carriers "which by its terms is of perpetual duration." The G.M.&O. proposal, as outlined in *Railway Age* of May 13, page 68, contemplates acquisition of trackage rights over 56.5 mi. of Louisville & Nashville line between Tuscaloosa, Ala., and Birmingham, and abandonment of operations under trackage rights over 172 mi. of I.C. and Southern lines between Ruslor, Miss., and Birmingham.

Missouri-Kansas-Texas. — *Adjustment Bonds.*—Directors of this road have declared due and payable on July 1 three coupons on adjustment mortgage bonds. The three coupons are Nos. 42, 43 and 44, dated, respectively, October 1, 1943; April 1, 1944; and October 1, 1944. R. J. Morfa, M.-K.-T. chairman, said that in light of the I.C.C.'s recent ruling that the plan for funding interest on these bonds could not be approved as coming within the scope of section 20b of the Interstate Commerce Act (see *Railway Age* of June 17, page 87), the directors concluded that, barring unforeseen conditions, the road will use such funds and to such extent as the same can be made available out of current earnings to liquidate the accumulated interest.

New York, Ontario & Western.—*Sale of Property.*—Federal Judge Edward A. Conger has concurred with recommendations of this road's trustees that two bids for purchase of the entire system be rejected (see *Railway Age* of June 10, page 83). At the same time Judge Conger reserved decision on a petition by bondholders to abandon the line and on another trustee recommendation to accept a $400,000 bid by the New York Central for the 13-mi. section of the N.Y.O. & W. from Fulton, N. Y., to Oswego, over which the N.Y.C. has trackage rights.

Pennsylvania.—*Lease Modifications.*—Division 4 of the I.C.C. has authorized this road to modify its lease arrangements with seven lessor roads so as to eliminate rental payments totaling approximately $12,700,000 annually. The modifications involve that portion of the rental which is returnable to the P.R.R. in the form of dividend payments. Under the new agreements, the lessor roads will not be required to pay dividends upon such stock held by the P.R.R. and the latter expects thereby to reduce federal income taxes in years of low earnings. The lessor roads involved are the New York Bay; Cleveland & Pittsburgh; Erie & Pittsburgh; Northern Central; Pittsburgh, Fort Wayne & Chicago; Pittsburgh, Youngstown & Ashtabula; and Union of Baltimore.

Southern.—*St. Louis-Louisville Bonds.*—This road has asked the I.C.C. to dismiss without prejudice its application for authority to issue $10,000,000 of St. Louis-Louisville first mortgage bonds. (See *Railway Age* of June 10, page 83). In asking the dismissal the Southern said it had received no bids on the proposed issue up to the expiration date set for such bids. Despite the inability of various banking groups to take on the proposed 25-yr. bonds, the Southern is proceeding with plans for redemption of the outstanding $12,474,000 of present St. Louis division first mortgage 4 per cent bonds on their maturity next January 1. Retirement of these present securities was the objective of the new offering. The lack of interest in the new securities has been ascribed in some quarters to the road's having stipulated a minimum

bid of 98 for an interest rate not to exceed 4 per cent annually.

Western Pacific.—*New Director.*—Harry C. Munson, vice-president and general manager, has been elected a director of this company to succeed the late Edward H. Bell.

Dividends Declared

Canadian Pacific.—4% non-cumulative preference, 2% semiannual, payable Agust 1 to holders of record June 30.

East Pennsylvania.—$1.50, semiannual, payable July 18 to holders of record July 1.

Mahoning Coal.—common, $12.50, quarterly; 5% preferred, $1.25, semiannual, both payable July 1 to holders of record June 26.

Richmond, Fredericksburg & Potomac.—common, 75¢, semiannual; dividend obligations, 75¢, semiannual; both payable June 29 to holders of record June 19.

Savannah & Atlanta.—5% preferred, $1.25, quarterly; common, $2, both payable July 1 to holders of record June 14.

Texas & Pacific.—common, $1; 5% preferred, $1.25, quarterly, both payable June 30 to holders of record June 23.

Average Prices Stocks & Bonds

	June 20	Last week	Last year
Average price of 20 representative railway stocks	41.49	42.64	36.63
Average price of 20 representative railway bonds	91.51	91.91	83.94

Investment House Publications

[The surveys listed herein are, for the most part, prepared by financial houses for the information of their customers. Knowing that many such surveys contain valuable information, Railway Age lists them as a service to its readers, but assumes no responsibility for facts or opinions which they may contain bearing upon the attractiveness of specific securities.]

Baker, Weeks & Harden, One Wall st., New York 5.

Current Railroad Review. June 15.

The Influence of Business on the Security Markets. Address of Dr. Charles F. Roos, president of the Econometric Institute, before the New York Society of Security Analysts, June, 1950.

H. Hentz & Co., 60 Beaver st., New York 4.

Mid-Year Appraisal of Business and Market Outlook. June 19.

Jas. H. Oliphant & Co., 61 Broadway, New York 6.

Investment Programs for Pension Funds. Oliphant's Studies in Securities, No. 230, June.

Smith, Barney & Co., 14 Wall st., New York 5.

Railroad Stocks; Greater Demand Expected Soon. Railroad Bulletin No. 49, May 29.

RAILWAY OFFICERS

EXECUTIVE

G. F. Stephens, director of personnel of the Chicago & North Western, with headquarters at Chicago, has been elected vice-president in charge of personnel.

A. Syverson, vice-president and general manager of the Lake Superior & Ishpeming, with headquarters at Marquette, Mich., has been elected president. **J. H. Kline,** superintendent at Marquette, has been elected vice-president.

D. S. Thomson, vice-president of the Eastern region of the Canadian Pacific at Toronto, Ont., has been transferred to the Prairie region at Winnipeg, Man., succeeding **William Manson,** who has been transferred to the Pacific region at Vancouver, B. C. Mr. Manson succeeds **George H. Baillie,** who has been transferred to the Eastern region at Toronto, replacing Mr. Thomson.

As reported in the *Railway Age* of June 10, **William Reid,** deputy mayor of New York, will take over the presidency of the Hudson & Manhattan for a five-year period, effective in October. Mr. Reid entered New York City employ as a bookkeeper in 1913 and has risen through the ranks to become one of the mayor's principal policy advisors. He has been chairman of the mayor's executive committee on administration since early in Mayor O'Dwyer's first term, and

William Reid

was appointed deputy mayor last January. Mr. Reid is a former chairman of the New York City Board of Transportation.

Harry W. Dorigan has been appointed executive assistant to the president of the Jersey Central Lines. Until recently Mr. Dorigan was assistant vice-president of the New York, New Haven & Hartford at New Haven, Conn. A biography and photograph of Mr. Dorigan were published i the *Railway Age* of April 22.

Clyde E. Brown, vice-president and general manager of the San Francisco & Napa Valley, at Napa, Cal., will retire on July 1, after 35 years of service with that road.

Robert O. Small, general freight traffic manager of the Chicago & North Western System, at Chicago, has been promoted to assistant vice-president in charge of traffic. His former position has been abolished. Mr. Small was born on August 10, 1889, at Deercreek, Ill., and began his railroad career in 1910 as a stenographer with the North Western at Peoria, Ill. He subsequently served as chief clerk at Indianapolis, Ind., Buffalo, N. Y., and Green Bay, Wis.; traveling agent at New Orleans, La., and Sioux City, Iowa; and general agent at Phila-

Robert O. Small

delphia, Pa., and Indianapolis. In 1929 he was appointed general freight agent at Chicago, and in 1938 he was advanced to freight traffic manager. From 1941 to 1947 he served as traffic manager, rates and divisions, subsequently being advanced to general freight traffic manager.

FINANCIAL, LEGAL & ACCOUNTING

J. C. Kenady has been appointed assistant right of way, land and tax commissioner of the Great Northern at St. Paul, Minn.

A. E. Yelland, purchasing agent of the Lake Superior & Ishpeming, at Marquette, Mich., has been elected secretary. **D. F. Pelton** has been elected treasurer.

E. A. Vik, assistant secretary of the Chicago & North Western, with headquarters at Chicago, has been elected secretary, succeeding the late **William F. White,** who died on May 10. Mr. Vik is succeeded by **T. A. Ross,** chief clerk to the vice-president and executive assistant to president.

OPERATING

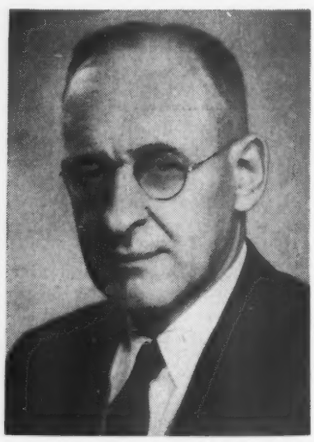
Herbert E. Bixler, transportation assistant of the New York, New Haven & Hartford at New Haven, Conn., has been appointed general superintendent of transportation of the Boston & Maine at Boston, Mass., effective July 1. Mr. Bixler was born at New London, Conn., on June 10, 1911, and attended Phillips Exeter Academy (1928); Amherst College (A.B. 1932) and Yale University (M.S. in Transportation 1933). Mr. Bixler entered railroad service in 1934 as traveling car agent of the New York Central, remaining with that road un-

til 1936, when he joined the New Haven as transportation inspector. He was appointed merchandise supervisor in 1937; superintendent freight transportation in 1941; transportation assistant in 1944; general superintendent transportation in

Herbert E. Bixler

1946; general merchandise manager in 1947; general superintendent transportation in April, 1948; and transportation assistant later in 1948, all with the New Haven. Mr. Bixler is second vice-president of the American Association of Railroad Superintendents.

Raymond W. Dow has been appointed assistant general manager of the Bangor & Aroostook at Bangor, Me. Mr. Dow entered the service of the B.&A. in 1910 and served in various capacities until 1919 when he joined the military



Raymond W. Dow

forces during World War I. On his return, he served as statistician at Bangor until July, 1920, at which time he was appointed chief clerk to the superintendent of the Southern division. In June, 1923, Mr. Dow became chief clerk to the general manager and in November, 1948, was named assistant to general manager. He held the latter position until his recent appointment, which was announced in the *Railway Age* of June 10.

K. R. Schwartz, superintendent of terminals of the Chicago, Milwaukee, St. Paul & Pacific at Minneapolis, Minn., has been transferred to Milwaukee, Wis., as superintendent of the Milwaukee terminals division. **W. E. Swingle,** assistant superintendent of the Milwaukee division, at Milwaukee, succeeds Mr. Schwartz, and is in turn replaced by **R. L. Hicks,** trainmaster at Mason City, Iowa. **F. H. Ryan,** chief dispatcher at Wausau, Wis., succeeds Mr. Hicks.

John J. Sterling, superintendent of transportation of the Hudson & Manhattan, has been appointed general superintendent. **William A. Davis,** superintendent of buildings succeeds Mr. Sterling as superintendent of transportation. **Edmund M. Blake,** general su-

John J. Sterling

perintendent and chief engineer, who is recuperating from an illness of several months duration, has been appointed chief engineer consultant. Mr. Sterling joined the Hudson Tubes in 1910 as a trainman and has risen through the ranks of the transportation department.

William A. Davis

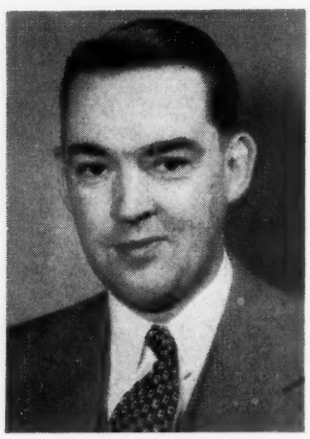
He became superintendent of transportation in 1942.

Mr. Davis started with the Hudson Tubes in 1910 as a storekeeper and has held executive positions in several departments. He was appointed superintendent of buildings in 1940.

G. D. Richey, trainmaster on the Missouri Pacific's Gulf Coast Lines, at Harlingen, Tex., has been transferred to DeQuincy, La., succeeding **R. D. Morris,** transferred to Kingsville, Tex. Mr. Morris replaces **J. C. Bowden,** appointed division trainmaster at Kingsville, succeeding **R. S. Slay.**

TRAFFIC

As reported in the *Railway Age* of June 3, **Andrew G. Oldenquist** has been promoted to passenger traffic manager of the Erie at Cleveland, Ohio. Mr. Oldenquist was born at Lynn, Mass., in 1904. He began his railroad career during summer vacations as a clerk with the Boston & Maine in 1919. Joining the Erie in 1927 as a clerk in the Boston



Andrew G. Oldenquist

traffic office, he was advanced to timetable clerk at New York in 1928, traveling passenger agent at Chicago in 1929, city passenger agent at New York in 1935, and assistant general passenger agent at Chicago in 1942. Mr. Oldenquist was appointed general passenger agent at Cleveland on November 1, 1949, which position he held until his recent promotion.

Robert S. McAfee, general agent of the Louisville & Nashville at Kansas City, Mo., has been appointed general foreign freight agent at Louisville, Ky., succeeding **Willard F. Burgess,** who has been appointed senior assistant general freight agent at that point, as reported in the *Railway Age* of June 10. **Ire Joseph Borders,** commercial agent at St. Louis, Mo., succeeds Mr. McAfee.

OBITUARY

Harold K. Lowry, who retired from the position of signal engineer of the Chicago, Rock Island & Pacific in June, 1925, died on May 31, at his home in Altadena, Cal.

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF APRIL AND FOUR MONTHS OF CALENDAR YEAR 1950

Name of road		Av. mileage operated during period	Operating Revenues			Operating Expenses					Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income	
			Freight	Passenger	Total (inc. misc.)	Maintenance of Way and structures	Maintenance of Equipment	Traffic	Transportation	Total				1950	1949
Akron, Canton & Youngstown	April	171	371,407	71	381,982	59,384	38,968	28,269	113,198	263,206	68.9	118,776	48,369	64,258	59,223
	4 mos.	171	1,472,357	301	1,517,566	238,694	163,174	117,074	471,668	1,062,239	70.0	455,327	187,889	243,299	220,779
Atchison, Topeka & Santa Fe System	April	13,073	30,232,014	2,980,750	36,352,666	6,367,353	6,801,874	1,019,116	12,094,011	27,860,799	76.64	8,491,867	4,537,876	3,984,435	2,921,572
	4 mos.	13,073	119,275,064	12,395,455	144,450,520	22,249,399	27,953,221	3,743,560	47,441,064	107,766,058	74.60	36,684,462	19,072,715	18,011,401	13,750,086
Atlanta & St. Andrews Bay	April	82	249,874	1,170	257,237	32,678	19,370	9,257	54,183	126,792	49.3	130,445	51,579	53,932	11,677
	4 mos.	82	941,509	3,750	970,265	126,496	73,152	29,178	208,931	488,364	50.3	481,901	190,248	202,298	92,204
Atlanta & West Point	April	93	243,657	44,998	319,321	32,894	45,913	14,352	158,682	274,026	85.8	45,295	20,284	—533	5,813
	4 mos.	93	968,852	165,536	1,281,073	141,894	191,767	53,256	611,579	1,087,370	84.9	193,703	103,259	10,940	8,567
Western of Alabama	April	133	248,990	43,942	317,499	49,817	52,982	14,703	135,165	273,085	86.0	44,414	23,484	12,381	19,338
	4 mos.	133	1,029,540	163,244	1,313,441	181,232	219,603	55,119	551,233	1,090,734	83.0	222,707	129,228	82,919	76,962
Atlantic & Danville	April	205	116,650	.....	118,442	24,000	11,733	7,966	35,823	89,693	75.7	28,749	7,697	8,423	.....
	4 mos.	205	443,214	.....	451,515	96,924	33,176	30,808	146,129	346,968	76.8	104,547	28,568	32,909	.....
Atlantic Coast Line	April	5,526	8,752,183	1,472,647	11,113,106	1,856,781	1,798,194	282,365	4,341,054	8,821,880	79.4	2,291,226	1,250,000	756,693	435,468
	4 mos.	5,527	34,653,679	7,137,139	45,317,597	7,378,156	6,914,897	1,170,455	17,561,145	35,184,160	77.6	10,133,437	4,800,000	4,346,742	4,358,487
Charleston & Western Carolina	April	343	398,558	3,471	411,191	70,882	53,894	14,664	158,449	309,627	75.3	101,564	40,000	43,244	36,773
	4 mos.	343	1,604,068	9,307	1,647,931	285,622	225,133	59,323	642,910	1,252,569	76.0	395,362	170,000	192,554	73,733
Baltimore & Ohio	April	6,201.70	29,581,601	1,597,355	32,794,842	3,788,567	6,718,492	781,854	13,379,752	25,937,113	79.1	6,857,729	2,823,669	3,487,910	3,363,480
	4 mos.	6,201.70	101,070,065	6,262,826	113,509,737	13,044,022	24,482,555	3,000,252	48,777,516	94,394,094	83.2	19,115,643	7,975,729	8,802,155	11,990,489
Staten Island Rapid Transit	April	29	162,051	46,041	211,145	39,569	38,131	1,459	119,732	220,757	104.6	—9,612	32,611	—56,514	—45,521
	4 mos.	29	665,297	185,751	865,503	155,092	151,339	6,204	494,225	892,398	103.1	—26,895	130,486	—216,629	—218,485
Bangor & Aroostook	April	602	1,550,815	29,499	1,617,498	168,315	183,392	12,063	299,072	707,404	43.7	910,094	370,742	512,296	530,513
	4 mos.	602	5,426,217	116,779	5,681,895	676,004	770,525	55,295	1,237,247	2,936,747	51.7	2,745,148	1,036,601	1,440,809	1,798,195
Bessemer & Lake Erie	April	212	1,347,389	781	1,368,001	198,834	525,524	16,443	340,681	1,184,972	86.6	183,029	225,212	261,987	555,978
	4 mos.	212	3,834,199	2,989	3,907,821	584,596	1,992,131	63,011	1,275,968	4,258,050	109.0	—350,229	404,040	234,616	873,117
Boston & Maine	April	1,711	5,100,015	840,992	6,528,715	1,053,812	1,078,344	110,438	2,839,726	5,368,487	82.2	1,160,228	478,958	350,766	615,194
	4 mos.	1,712	20,083,171	3,581,203	26,017,625	4,336,603	4,140,704	426,397	11,674,388	21,772,757	83.7	4,244,868	1,971,799	882,610	1,760,126
Burlington-Rock Island	April	228	285,470	44,843	358,710	52,631	40,828	4,265	161,778	281,020	78.3	77,690	10,901	4,784	50,578
	4 mos.	228	1,140,092	170,174	1,409,269	217,206	164,493	17,667	619,094	1,098,941	78.0	310,328	43,385	—2,320	190,362
Cambria & Indiana	April	35.38	137,543	.....	137,583	13,784	75,667	871	22,696	122,071	88.7	15,512	66,004	71,182	66,351
	4 mos.	35.38	368,458	.....	368,615	48,757	307,705	3,490	74,807	472,671	128.2	—104,056	143,961	121,744	248,059
Canadian Pacific Lines in Maine	April	234	430,348	35,400	488,736	69,830	61,724	6,367	190,923	339,424	69.4	149,312	23,980	50,655	46,481
	4 mos.	234	2,068,740	139,179	2,298,301	275,953	342,265	24,868	887,456	1,575,534	68.6	722,767	100,813	326,306	626,907
Canadian Pacific Lines in Vermont	April	90	161,432	12,969	189,358	61,529	23,738	5,266	104,671	201,768	106.6	—12,410	11,575	—76,378	—132,138
	4 mos.	90	586,063	53,519	704,193	189,762	103,364	19,984	418,390	758,122	107.7	—53,929	48,026	—289,908	—455,859
Central of Georgia	April	1,815.29	2,599,907	226,554	3,061,652	505,590	480,131	110,074	1,426,822	2,697,979	88.1	363,673	216,858	75,724	88,482
	4 mos.	1,815.29	10,331,431	874,817	12,136,294	2,042,808	1,955,196	444,757	5,569,633	10,670,008	87.9	1,466,286	866,242	311,713	293,200
Central of New Jersey	April	410	2,334,780	467,229	2,981,377	459,285	519,652	52,139	1,545,624	2,740,398	91.9	240,979	357,206	—455,324	—354,609
	4 mos.	410	9,019,909	1,826,094	11,555,529	1,645,264	2,033,490	207,966	6,128,102	10,653,472	92.2	902,057	1,444,225	—1,730,355	—1,877,785
Central of Pennsylvania	April	212	1,514,934	9,493	1,557,720	146,832	309,245	22,470	468,440	987,781	63.4	569,939	76,359	802,124	760,397
	4 mos.	212	5,493,046	35,293	5,656,150	480,841	1,309,036	92,371	1,763,134	3,801,288	67.2	1,854,862	259,870	2,808,218	2,814,335
Central Vermont	April	422	796,000	42,000	893,000	127,190	129,867	15,864	351,318	657,943	73.7	235,057	44,746	132,053	45,666
	4 mos.	422	2,816,000	199,000	3,221,000	504,194	599,268	61,059	1,423,344	2,731,800	84.8	489,200	178,283	79,677	—14,383
Chesapeake & Ohio	April	5,118	25,514,315	591,486	27,013,580	3,360,110	4,792,988	484,033	8,531,131	18,166,823	67.3	8,846,757	4,422,094	4,789,641	5,048,258
	4 mos.	5,118	83,619,194	2,014,059	88,277,982	13,600,905	18,690,234	1,973,736	30,550,902	68,734,800	77.9	19,543,182	10,622,476	10,093,266	13,486,156
Chicago & Eastern Illinois	April	886	1,772,285	186,415	2,202,561	302,013	337,249	92,467	899,589	1,751,049	79.5	451,512	172,300	159,208	—71,514
	4 mos.	901	7,039,771	867,901	8,819,061	1,106,851	1,324,750	374,582	3,721,280	7,015,441	79.5	1,803,620	505,700	735,761	427,493
Chicago & Illinois Midland	April	130	943,726	265	955,799	88,222	128,151	23,514	219,714	494,355	51.7	461,444	173,716	262,195	187,603
	4 mos.	130	2,609,102	1,220	2,664,541	309,919	456,899	103,092	761,762	1,783,052	66.9	881,489	346,464	494,964	519,974
Chicago & North Western	April	8,001	10,837,569	1,373,034	13,703,736	2,496,471	2,869,577	311,115	6,444,342	12,803,935	93.4	899,801	1,029,722	—495,000	—942,596
	4 mos.	8,056	40,849,255	5,765,616	52,393,070	8,588,896	10,956,439	1,183,664	25,799,417	49,349,347	94.2	3,043,723	4,070,774	—2,210,777	—4,976,096
Chicago, Burlington & Quincy	April	8,851	14,041,493	1,231,104	16,907,453	2,684,906	3,019,765	449,240	6,178,398	12,982,243	76.8	3,925,210	2,022,533	1,499,327	273,332
	4 mos.	8,862	55,617,079	4,745,181	66,677,242	7,984,404	11,068,979	1,675,503	25,394,173	48,818,679	73.2	17,858,563	8,832,286	7,315,078	4,575,204
Chicago Great Western	April	1,480	2,494,422	18,043	2,650,054	549,783	311,099	97,371	845,000	1,876,223	70.8	773,831	261,442	278,293	159,024
	4 mos.	1,480	9,972,265	66,394	10,603,412	2,142,992	1,223,516	395,076	3,438,027	7,473,080	70.5	3,130,332	1,000,004	1,171,947	850,853
Chicago, Indianapolis & Louisville	April	541	1,358,573	71,743	1,519,611	258,095	216,891	75,525	533,279	1,172,710	77.2	346,901	102,236	145,345	89,923
	4 mos.	541	5,205,375	320,565	5,856,250	1,037,416	917,241	290,906	2,113,374	4,700,178	80.3	1,156,072	369,224	445,874	235,311
Chicago, Milwaukee, St. Paul & Pacific	April	10,671	15,443,969	1,212,249	18,407,326	2,573,240	3,674,084	424,266	8,230,322	15,752,994	85.6	2,654,332	1,323,000	1,014,572	76,684
	4 mos.	10,671	58,956,945	4,720,602	70,334,107	9,296,606	14,926,363	1,671,006	33,986,605	63,325,083	90.0	7,009,024	5,318,000	32,954	—416,569
Chicago, Rock Island & Pacific	April	7,619	12,413,418	1,330,987	14,828,460	1,677,982	2,348,753	445,844	5,399,521	10,541,982	71.1	4,286,478	1,793,185	1,727,216	1,488,494
	4 mos.	7,619	46,857,009	5,624,288	56,687,518	6,382,489	9,723,744	1,781,482	21,919,830	42,550,755	75.1	14,136,763	5,968,382	5,128,424	5,172,233
Chicago, St. Paul, Minn. & Omaha	April	1,617	1,980,559	152,013	2,311,470	409,290	324,729	56,704	1,154,751	2,053,643	88.8	257,827	171,766	—24,990	—226,521
	4 mos.	1,617	7,933,791	620,360	9,277,136	1,403,275	1,367,017	221,334	5,101,620	8,547,643	92.1	729,493	687,204	—513,488	—602,337
Clinchfield	April	317	1,789,365	1,685	1,798,786	198,940	293,110	32,968	405,755	956,456	53.2	842,330	163,692	799,752	617,330
	4 mos.	317	6,203,618	5,529	6,247,052	801,097	1,098,484	133,196	1,500,365	3,650,041	58.4	2,597,011	646,564	2,328,839	1,557,123

Table continued on next left-hand page.

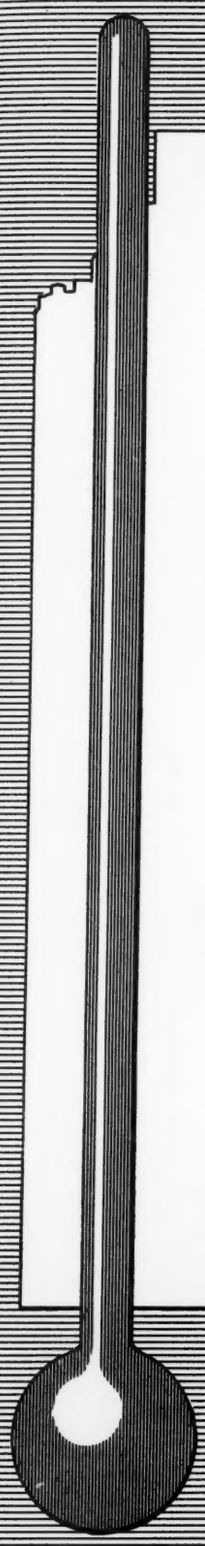
REVENUES AND EXPENSES OF RAILWAYS

MONTH OF APRIL AND FOUR MONTHS OF CALENDAR YEAR 1950

Name of road		Av. mileage operated during period	Operating revenues: Freight	Passenger	Total (inc. misc.)	Operating Expenses: Maintenance of Way and structures	Maintenance of Equipment	Traffic	Transportation	Total	Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income 1950	1949
Colorado & Southern	April	740	840,216	54,620	971,309	148,467	161,290	24,032	356,261	734,506	75.6	236,803	123,538	68,427	125,374
	4 mos.	745	3,423,843	260,685	3,998,596	557,624	668,247	98,456	1,466,041	2,982,947	74.6	1,015,649	504,322	295,743	235,952
Ft. Worth & Denver City	April	902	1,205,905	88,996	1,393,245	205,274	200,084	45,815	465,356	983,317	70.6	409,928	134,550	195,423	137,639
	4 mos.	902	4,615,650	371,964	5,367,365	734,889	706,662	171,822	1,737,329	3,628,597	67.6	1,738,768	599,685	863,488	362,558
Colorado & Wyoming	April	41	104,935	.....	172,176	24,130	19,125	1,029	72,394	125,932	73.1	46,244	30,250	16,254	60,767
	4 mos.	41	378,122	.....	675,052	55,044	86,630	4,473	293,551	474,965	70.3	200,087	124,450	74,128	207,311
Columbus & Greenville	April	168	149,195	.....	154,536	34,938	28,422	5,059	47,383	132,033	85.4	22,503	16,054	7,684	16,003
	4 mos.	168	624,943	Dr. 169	648,430	136,736	119,738	18,307	187,565	530,435	81.8	117,995	77,798	46,713	68,407
Delaware & Hudson	April	794	3,877,334	143,844	4,129,884	425,826	921,281	68,519	1,762,300	3,354,286	81.2	775,598	423,178	363,397	331,978
	4 mos.	794	15,173,917	606,841	16,207,299	1,685,938	3,761,162	273,702	6,810,064	13,214,544	81.5	2,992,755	1,604,746	1,402,215	1,192,774
Delaware, Lackawanna & Western	April	966	5,226,109	807,093	6,514,493	784,009	1,081,541	152,058	2,839,055	5,102,429	78.3	1,412,064	713,280	726,229	560,723
	4 mos.	968	18,861,990	3,109,983	23,906,100	2,840,697	4,329,376	644,065	11,225,552	19,962,900	83.5	3,943,200	2,180,054	1,827,876	1,964,193
Denver & Rio Grande Western	April	2,413	4,446,098	210,342	4,857,713	705,180	936,571	144,837	1,729,345	3,749,252	77.2	1,108,461	498,128	556,957	625,697
	4 mos.	2,413	16,732,208	771,962	18,252,152	2,141,784	3,912,751	579,617	6,987,158	14,574,431	79.9	3,677,721	1,826,514	1,919,562	3,008,954
Detroit & Mackinac	April	232	146,615	538	153,552	30,000	20,853	1,917	29,026	87,785	57.2	65,767	26,072	39,340	26,673
	4 mos.	232	487,569	2,591	520,708	120,000	76,393	7,062	115,931	352,558	67.7	168,150	73,605	109,940	108,000
Detroit & Toledo Shore Line	April	50	639,676	.....	643,678	62,980	49,995	12,732	200,933	338,018	52.5	305,660	97,701	94,522	102,063
	4 mos.	50	2,547,689	.....	2,558,510	259,494	196,517	53,731	758,814	1,312,959	51.3	1,245,551	383,971	420,498	467,051
Detroit, Toledo & Ironton	April	464	1,363,602	368	1,408,461	143,487	199,119	24,375	377,222	780,126	55.4	628,335	218,365	350,422	243,502
	4 mos.	464	5,586,221	1,110	5,716,412	588,794	981,918	96,500	1,553,142	3,360,331	58.8	2,353,381	893,283	1,210,191	1,451,107
Duluth, Missabe & Iron Range	April	562	523,507	2,098	593,331	456,041	504,475	7,706	508,029	1,548,405	261.0	—955,074	92,202	—1,048,650	2,384,030
	4 mos.	563	1,210,384	5,657	1,390,443	2,085,732	2,182,347	30,457	1,854,187	6,419,100	461.7	—5,028,657	323,710	—5,407,450	—1,594,609
Duluth, South Shore & Atlantic	April	539	556,552	5,587	586,909	93,602	91,065	18,113	191,510	409,772	69.8	177,137	23,960	129,764	118,519
	4 mos.	539	1,882,243	25,740	1,992,842	382,531	397,693	72,644	762,222	1,679,528	84.3	313,314	95,299	118,352	—53,208
Duluth, Winnipeg & Pacific	April	175	340,000	1,000	345,700	57,984	41,014	4,196	144,292	253,469	73.3	92,231	26,756	26,362	—81,021
	4 mos.	175	1,270,000	2,900	1,287,700	212,715	181,413	16,526	605,023	1,040,631	80.8	247,069	102,948	—38,895	—135,908
Elgin, Joliet & Eastern	April	238	3,578,447	20	4,258,924	220,650	483,850	26,462	1,303,493	2,166,365	50.9	2,092,559	731,435	858,263	726,631
	4 mos.	238	12,415,175	4	15,181,354	856,244	2,046,453	109,435	5,014,267	8,458,192	55.7	6,723,162	2,616,590	2,906,990	2,891,343
Erie	April	2,231	11,137,412	568,858	12,417,433	1,411,068	1,988,479	316,001	5,077,611	9,383,535	75.6	3,033,898	1,363,432	1,345,959	844,395
	4 mos.	2,231	42,627,728	2,157,659	47,555,916	5,130,731	7,979,333	1,244,017	20,328,287	36,966,500	77.7	10,589,416	4,790,529	4,759,339	3,905,864
Florida East Coast	April	571	1,761,671	674,554	2,674,519	399,837	376,942	64,529	937,663	1,960,007	73.3	714,512	156,157	367,046	253,986
	4 mos.	571	7,183,049	3,346,849	11,517,989	1,601,740	1,534,037	255,629	3,841,151	7,983,971	69.3	3,534,018	952,109	1,957,123	1,720,737
Georgia Railroad	April	326	596,385	25,893	667,615	93,439	99,520	26,489	287,640	537,687	80.5	129,928	32,996	113,725	49,002
	4 mos.	326	2,305,602	85,506	2,559,914	357,127	417,877	104,799	1,169,983	2,178,497	85.1	381,617	133,046	322,766	281,378
Georgia & Florida	April	408	211,876	—92	214,545	58,992	31,433	14,936	104,994	223,075	104.0	—8,530	15,345	—34,653	—27,166
	4 mos.	408	844,274	—103	854,399	234,707	128,618	59,305	389,279	857,936	100.4	—3,537	62,526	—113,076	—167,361
Grand Trunk Western	April	971	4,268,000	166,000	4,718,000	570,790	774,618	67,181	1,887,049	3,442,935	73.0	1,275,065	250,941	836,492	283,412
	4 mos.	971	14,976,000	632,000	16,681,000	2,179,889	2,976,771	261,234	7,240,428	13,257,507	79.5	3,423,493	986,611	1,911,273	937,757
Canadian Natl. Lines in New Eng.	April	172	141,000	4,600	180,000	51,315	60,391	2,715	115,746	241,629	134.2	—61,629	22,478	—121,563	—135,650
	4 mos.	172	592,000	15,400	734,000	207,816	168,167	11,038	484,195	913,264	124.4	—179,264	89,912	—420,340	—520,642
Great Northern	April	8,316	11,458,362	748,124	13,170,121	3,592,620	3,086,140	315,408	5,472,726	13,095,276	99.4	74,845	1,399,185	—1,547,442	2,007,949
	4 mos.	8,316	45,193,473	2,878,046	52,024,258	11,512,233	12,880,524	1,303,606	23,656,693	51,823,224	99.6	201,034	5,597,530	—6,566,405	—1,180,935
Green Bay & Western	April	224	284,394	.....	290,038	57,627	28,668	19,040	73,179	191,694	66.1	98,344	41,231	43,793	19,843
	4 mos.	224	1,163,624	.....	1,186,543	222,938	128,436	76,130	320,414	800,480	67.5	386,063	144,384	178,296	77,516
Gulf, Mobile & Ohio	April	2,901	5,116,247	354,852	5,903,030	929,340	1,121,590	219,145	1,884,220	4,436,195	76.1	1,466,835	574,198	593,848	541,715
	4 mos.	2,901	19,948,593	1,488,108	23,098,819	3,824,134	4,377,367	894,603	7,519,157	17,799,054	77.1	5,299,765	2,149,396	2,075,091	2,215,560
Illinois Central	April	6,543	17,395,431	1,660,029	21,318,863	3,272,042	3,711,195	446,850	7,974,067	16,281,814	76.4	5,037,049	2,648,821	2,118,961	1,968,357
	4 mos.	6,543	67,581,376	6,527,781	82,246,781	11,931,137	14,478,633	1,767,595	31,319,747	63,090,530	76.7	19,156,251	9,905,898	8,312,607	8,150,412
Illinois Terminal	April	463	726,719	92,389	925,606	134,648	118,240	34,883	384,026	714,418	77.18	211,188	109,623	90,948	97,465
	4 mos.	460	2,711,742	368,905	3,471,412	551,117	510,358	147,117	1,505,474	2,896,686	83.44	574,726	328,057	233,091	421,523
Kansas City Southern	April	891	2,581,030	88,309	2,903,377	273,218	363,001	87,022	921,316	1,753,732	60.4	1,149,645	385,000	598,771	760,235
	4 mos.	891	11,358,428	353,064	12,669,383	1,059,342	1,520,853	364,448	3,733,005	7,120,865	56.2	5,548,518	1,927,000	2,840,325	3,162,058
Kansas, Oklahoma & Gulf	April	327	391,541	643	395,501	57,069	43,225	16,829	107,209	242,564	61.3	152,937	69,793	56,322	84,077
	4 mos.	327	1,652,112	2,361	1,669,630	160,758	145,000	66,889	432,834	878,668	52.6	790,962	351,246	332,984	373,487
Lake Superior & Ishpeming	April	156	42,417	26	66,723	37,920	45,542	1,802	53,679	148,787	223.0	—82,064	24,939	—102,414	196,811
	4 mos.	156	189,658	136	221,674	143,335	198,993	7,148	172,488	560,829	253.0	—339,155	98,498	—410,248	—71,802
Lehigh & Hudson River	April	96	258,433	.....	258,772	38,291	23,761	8,690	99,093	178,762	69.1	80,010	31,441	26,079	18,805
	4 mos.	96	883,759	.....	885,166	126,265	106,699	35,699	359,024	663,907	75.0	221,259	88,848	50,341	50,425
Lehigh & New England	April	191	654,294	.....	659,858	102,165	110,618	11,374	154,170	407,856	61.8	252,002	124,419	167,233	138,855
	4 mos.	191	2,136,784	.....	2,153,562	325,098	444,304	45,589	611,524	1,550,379	72.0	603,183	346,698	447,953	270,984
Lehigh Valley	April	1,251	4,915,074	308,216	5,466,904	655,910	897,458	130,972	2,244,241	4,152,374	76.0	1,314,530	395,983	812,600	695,305
	4 mos.	1,252	18,491,187	1,180,920	20,640,454	2,366,233	3,832,368	531,782	9,130,151	16,770,229	81.2	3,870,225	1,573,287	1,684,654	2,006,113
Long Island	April	365	1,079,147	2,691,520	3,963,092	550,460	714,677	14,641	2,030,994	3,424,238	86.4	538,854	453,034	—176,320	—144,692
	4 mos.	365	3,964,342	9,988,338	14,673,781	2,286,156	2,905,200	55,966	8,165,300	13,800,359	94.0	873,422	1,817,268	—1,971,739	—3,177,552

Table continued on next left-hand page.

DEPENDABLE TRAIN HEATING



A *Feature of the* Elesco
Controlled Recirculation
Steam Generator for Train Heating

•

Sustained Capacity

It pays to specify ELESCO

THE
SUPERHEATER CO.
Division of
COMBUSTION ENGINEERING-SUPERHEATER, INC.
200 Madison Ave., NEW YORK 16
Bankers Building, CHICAGO 3
Montreal, Canada, THE SUPERHEATER COMPANY, Ltd.
Representing AMERICAN THROTTLE COMPANY, INC.

Superheaters • Superheater Pyrometers • Exhaust Steam Injectors • Steam Dryers • Feedwater Heaters • Steam Generators • Oil Separators • American Throttles

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF APRIL AND FOUR MONTHS OF CALENDAR YEAR 1950

Name of road		Av. mileage operated during period	Operating revenues			Operating Expenses						Net from railway operation	Railway tax accruals	Net railway operating income	
						Maintenance of									
			Freight	Passenger	Total (inc. misc.)	Way and structures	Equipment	Traffic	Transportation	Total	Operating ratio			1950	1949
Louisiana & Arkansas	April	756	1,440,400	58,100	1,569,605	181,296	162,060	42,834	465,886	908,917	57.9	660,688	264,787	308,459	258,819
	4 mos.	756	5,842,948	255,226	6,366,471	723,099	694,099	196,459	1,914,065	3,753,661	59.0	2,612,810	1,029,804	1,249,075	1,029,644
Louisville & Nashville	April	4,779	13,813,039	926,856	15,618,282	2,186,848	3,288,065	353,659	6,414,942	12,779,389	81.8	2,838,893	1,987,288	1,442,560	1,216,115
	4 mos.	4,779	51,472,650	3,690,405	58,690,603	8,802,604	12,598,465	1,224,160	24,454,396	49,332,003	84.1	9,358,600	6,840,240	4,687,850	5,046,143
Maine Central	April	981	1,604,326	115,972	1,845,599	355,056	366,698	21,452	682,644	1,491,137	80.8	354,462	173,547	139,869	219,442
	4 mos.	981	7,098,806	451,036	8,031,592	1,442,439	1,480,206	78,675	2,940,196	6,205,325	77.3	1,826,267	829,695	727,063	1,119,081
Midland Valley	April	334	138,603	8	142,297	43,384	14,865	3,649	53,410	122,740	86.3	19,557	17,202	—11,518	16,396
	4 mos.	334	663,866	16	676,205	138,226	63,759	15,252	219,541	467,672	69.2	208,533	73,682	84,001	43,540
Minneapolis & St. Louis	April	1,416	1,356,185	6,591	1,404,931	262,801	267,677	111,816	484,709	1,230,213	87.6	174,718	114,314	46,516	27,178
	4 mos.	1,416	5,401,742	26,733	5,588,726	961,169	997,301	444,266	1,961,432	4,749,186	85.0	839,540	486,074	302,139	365,721
Minneapolis, St. Paul & S. S. Marie	April	3,224	2,171,563	60,647	2,366,625	586,852	484,982	65,283	1,078,779	2,317,138	97.9	49,487	185,435	—176,486	263,825
	4 mos.	3,224	8,460,080	237,790	9,186,884	2,100,033	2,075,182	259,440	4,539,040	9,386,246	102.2	—199,362	752,546	—1,085,595	—962,519
Mississippi Central	April	148	177,574	Dr. 6	181,363	42,585	26,191	12,279	44,647	136,437	75.2	44,926	19,091	16,608	319
	4 mos.	148	703,463	177	718,528	165,662	101,611	49,387	196,112	549,439	76.5	169,089	71,427	57,479	51,853
Missouri-Illinois	April	172	354,506	207	357,179	75,446	53,856	6,865	92,321	231,848	64.9	125,331	72,312	54,202	86,812
	4 mos.	172	1,423,506	855	1,433,242	237,710	209,971	29,639	363,798	866,160	60.4	567,082	313,654	250,246	322,239
Missouri-Kansas-Texas Lines	April	3,250	4,972,890	290,023	5,734,936	1,005,278	819,720	227,821	2,136,817	4,463,176	77.8	1,271,760	432,703	538,051	519,666
	4 mos.	3,252	19,810,318	1,280,853	22,920,892	3,584,929	3,249,580	891,770	8,554,461	17,384,905	75.8	5,535,987	2,188,870	2,154,256	1,870,936
Missouri Pacific	April	6,966	13,647,279	782,825	15,854,368	2,514,176	2,793,305	414,242	6,348,409	12,600,177	79.5	3,254,191	1,039,740	1,602,503	1,740,774
	4 mos.	6,968	54,174,335	3,201,190	63,032,462	9,415,340	11,315,440	1,598,592	25,428,549	49,958,177	79.3	13,074,285	4,377,422	6,397,080	7,115,468
Gulf Coast Lines	April	1,711	3,056,017	75,914	3,299,374	606,033	428,248	67,675	1,070,401	2,286,769	69.3	1,012,605	308,434	467,644	480,571
	4 mos.	1,711	12,973,329	301,951	13,898,188	2,412,125	1,741,943	300,352	4,314,874	9,255,062	66.6	4,643,126	1,406,527	2,130,269	2,051,576
International-Great Northern	April	1,110	2,221,882	150,244	2,602,078	484,678	453,567	51,287	1,038,255	2,127,876	81.8	474,202	133,294	240,538	230,482
	4 mos.	1,110	9,007,073	612,908	10,597,378	1,878,835	1,744,663	200,097	4,014,470	8,265,195	78.0	2,332,183	674,065	1,180,911	685,318
Monongahela	April	170	631,931	589	637,687	70,878	71,912	963	210,541	359,087	56.3	278,600	31,708	104,518	155,195
	4 mos.	170	1,374,139	1,825	1,392,009	219,600	215,220	3,788	628,556	1,087,828	78.1	304,181	114,961	—47,158	202,186
Montour	April	51	243,813	.....	243,929	29,580	75,545	810	82,233	197,758	81.1	46,171	39,914	40,399	88,556
	4 mos.	51	623,940	.....	626,506	60,150	213,295	3,414	227,560	549,298	87.7	77,208	126,003	132,754	245,115
Nashville, Chatt. & St. Louis	April	1,049	2,388,442	133,356	2,793,464	537,910	383,190	105,549	1,043,207	2,174,175	77.8	619,289	302,384	304,706	340,655
	4 mos.	1,049	9,131,097	543,968	10,738,389	1,812,759	1,427,731	411,513	4,034,818	8,103,449	75.5	2,634,940	1,280,111	1,235,222	1,135,424
New York Central	April	10,734	44,764,942	8,508,855	59,193,520	7,059,790	12,387,847	978,091	27,434,197	50,633,626	85.5	8,559,894	4,093,541	2,438,124	2,148,721
	4 mos.	10,734	165,711,382	35,085,864	223,658,976	26,608,540	49,838,550	3,966,610	106,984,317	198,888,475	88.9	24,770,501	17,352,282	1,483,480	10,217,630
Pittsburgh & Lake Erie	April	221	3,068,276	65,516	3,240,940	372,725	910,595	63,161	1,202,932	2,723,142	84.0	517,798	434,242	491,818	951,667
	4 mos.	221	10,851,362	275,883	11,559,216	1,232,937	3,247,958	270,021	4,527,822	9,988,311	86.4	1,570,905	1,720,515	1,954,347	3,183,194
New York, Chicago & St. Louis	April	2,192	11,566,885	122,241	12,006,063	1,331,522	1,966,693	276,269	3,998,174	7,961,975	66.3	4,044,088	1,704,705	2,169,061	1,958,907
	4 mos.	2,192	42,698,310	487,835	44,352,290	5,756,639	7,067,564	1,142,599	14,873,040	30,377,226	68.5	13,975,064	5,961,826	7,319,645	7,436,591
New York, New Haven & Hartford	April	1,795	7,009,449	3,628,533	11,607,727	1,699,058	1,784,337	197,079	4,819,178	9,119,676	78.6	2,488,051	831,000	853,259	1,064,260
	4 mos.	1,796	27,670,745	14,695,162	46,377,991	6,270,724	7,015,056	810,494	19,952,245	36,728,936	79.2	9,649,055	3,338,000	3,054,840	3,136,613
New York Connecting	April	21	256,141	.....	264,995	60,393	119	.....	62,933	125,854	47.5	139,141	58,254	88,934	47,949
	4 mos.	21	962,807	.....	999,959	230,468	79,673	.....	244,039	564,048	56.4	435,911	246,926	242,407	181,751
New York, Ontario & Western	April	544	499,242	1,620	532,762	78,394	87,120	24,558	279,119	497,856	93.4	34,906	36,999	—75,625	—45,465
	4 mos.	544	1,916,322	5,709	2,050,042	350,171	350,616	98,300	1,099,028	2,014,728	98.3	35,314	149,442	—391,414	—335,415
New York, Susquehanna & Western	April	120	323,484	38,807	375,812	48,977	52,668	6,003	170,253	308,099	82.0	67,713	30,898	10,969	24,988
	4 mos.	120	1,399,478	157,154	1,604,160	180,181	210,079	24,665	685,754	1,207,806	75.3	396,354	123,164	152,384	69,904
Norfolk & Western	April	2,129	13,577,383	321,608	14,384,833	1,965,421	2,790,070	259,895	2,445,381	9,756,150	67.8	4,628,683	2,726,154	3,044,146	3,376,794
	4 mos.	2,129	44,704,792	1,312,360	47,857,576	7,442,466	10,401,620	1,006,091	15,864,409	36,727,621	76.7	11,129,955	7,428,781	6,832,280	9,594,962
Norfolk Southern	April	673	686,292	.....	701,376	157,231	95,504	42,087	237,554	589,763	84.1	111,613	40,609	42,182	49,806
	4 mos.	680	2,782,384	1,403	2,855,508	607,940	377,110	169,196	946,714	2,330,236	81.6	525,272	227,029	183,276	207,377
Northern Pacific	April	6,889	9,466,269	397,702	10,667,875	1,933,655	2,423,744	252,656	4,369,948	9,545,392	89.5	1,122,483	1,117,322	400,233	839,587
	4 mos.	6,889	34,642,629	1,604,202	39,385,311	7,653,263	10,253,559	999,920	18,172,211	39,375,825	99.9	9,486	4,517,691	—2,537,191	—1,004,610
Northwestern Pacific	April	331	756,670	4,021	783,588	174,579	76,428	4,095	349,664	618,891	79.0	164,697	65,738	32,073	—28,388
	4 mos.	331	2,713,952	14,829	2,809,894	671,114	324,599	17,601	1,304,315	2,374,074	84.5	435,820	185,773	11,808	—306,919
Oklahoma City-Ada-Atoka	April	132	83,545	.....	84,778	21,630	4,003	1,576	23,398	54,080	63.8	30,698	11,024	5,600	15,086
	4 mos.	132	316,463	.....	320,071	77,789	16,149	5,830	87,070	202,565	63.3	117,506	43,192	20,120	44,767
Pennsylvania	April	10,118	56,874,801	11,452,588	74,507,907	9,098,078	18,121,643	876,660	31,107,654	62,259,816	83.6	12,248,091	5,862,764	5,065,844	6,111,162
	4 mos.	10,118	199,849,668	46,176,825	269,827,899	31,320,224	61,265,541	4,389,650	122,190,215	230,608,997	85.5	39,218,902	20,994,227	13,145,947	18,221,610
Pennsylvania-Reading Seashore Lines	April	386	467,402	139,455	624,122	199,657	259,638	8,893	519,277	1,014,440	162.5	—390,318	88,267	—595,743	—520,980
	4 mos.	386	1,730,259	455,108	2,256,135	758,033	1,002,515	36,660	2,033,148	3,941,074	174.7	—1,684,939	347,784	—2,469,610	—2,153,382
Pittsburg & Shawmut	April	97	234,422	.....	235,278	29,715	42,308	2,564	56,609	148,442	63.1	86,836	24,428	52,860	18,681
	4 mos.	97	697,112	.....	699,463	86,062	142,505	11,295	184,592	466,150	66.6	233,313	38,165	186,842	124,729

Table continued on next left-hand page.

LESLIE-TYFON

TRADE MARKS — REG. U. S. PAT. OFF.

Single-tone Horn

AIR HORNS

SINGLE-TONE and CHIME-TONE

for any requirement
with old reliability
and adjustable audibility

LESLIE CO. furnishes Single-Tone and Chime-Tone (2, 3, 4, or 5-tone) Air Horns with audibility and dependability that have resulted in more LESLIE-TYFON Air Horn installations on diesel locomotives *than all other makes combined.* There are sound reasons why it is the horn most frequently requested by railroads.

Five-tone Horn

50th Anniversary 1900—1950

Send for—

your copy of new Bulletin R-501 on LESLIE-TYFON Single-Tone and Chime-Tone Air Horns.

EXISTING SINGLE-TONE LESLIE-TYFON AIR HORNS READILY CONVERTED TO CHIME-TONE

Any existing A-200-LP or A-125-LP LESLIE-TYFON Air Horn can be readily converted to a Chime-Tone Horn by the use of a common mounting base and the addition of two or more A-125-LPA LESLIE-TYFON Air Horns. Details of this simple conversion method will be gladly furnished on request.

Lowest Overall Cost per Operating Year

ESTABLISHED 1900

LESLIE CO.

251 Grant Avenue, Lyndhurst, New Jersey

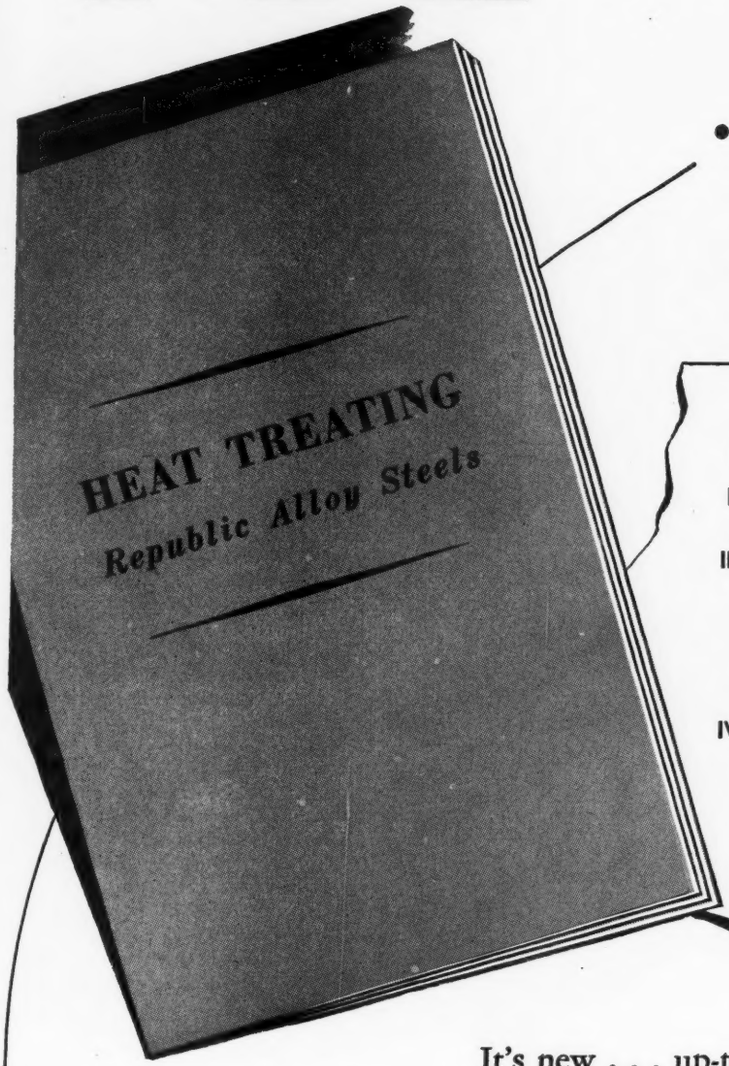
FLOATLESS LEVEL CONTROLS • PRESSURE REDUCING VALVES • PRESSURE CONTROLLERS
SELF CLEANING STRAINERS • PUMP GOVERNORS • TEMPERATURE REGULATORS
• AIR HORNS • STEAM WHISTLES

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF APRIL AND FOUR MONTHS OF CALENDAR YEAR 1950

Name of road		Av. mileage operated during period	Operating Revenues: Freight	Passenger	Total (inc. misc.)	Operating Expenses: Maintenance of: Way and structures	Equipment	Traffic	Transportation	Total	Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income: 1950	1949
Pittsburgh & West Virginia	April	132	701,674	.....	721,171	141,807	131,121	41,158	174,518	522,178	72.4	198,993	92,194	143,195	106,178
	4 mos.	132	2,352,369	.....	2,428,199	452,347	501,635	164,796	638,348	1,896,077	78.1	532,122	274,952	409,704	541,719
Reading	April	1,317	8,547,536	548,104	9,511,478	1,233,432	1,716,961	127,638	3,734,071	7,097,893	74.6	2,413,585	1,135,329	1,237,758	1,090,537
	4 mos.	1,317	30,833,412	2,056,082	34,626,729	4,469,804	7,329,691	523,045	14,640,654	28,132,642	81.2	6,494,087	3,117,517	3,458,792	3,174,734
Richmond, Fredericksburg & Potomac	April	118	1,288,369	470,079	1,984,369	269,575	265,862	18,066	652,225	1,328,811	67.0	655,558	261,829	282,741	4,018
	4 mos.	118	4,722,420	2,098,421	7,817,679	866,781	1,162,929	73,858	2,765,902	5,369,468	68.7	2,448,211	1,072,663	955,016	253,814
Rutland	April	407	360,878	18,903	443,323	69,267	77,499	14,500	245,176	421,803	95.1	21,520	26,606	—22,961	—38,770
	4 mos.	407	1,386,770	104,773	1,726,969	286,738	326,799	54,005	992,609	1,729,166	100.1	—2,197	111,676	—189,779	—357,059
Sacramento Northern	April	271	153,378	.....	157,933	38,793	20,171	2,142	59,820	127,720	80.9	30,213	11,074	5,795	—31,878
	4 mos.	271	611,397	344	629,188	198,846	68,455	8,720	245,005	549,903	87.4	79,285	44,792	—24,206	—242,807
St. Louis-San Francisco	April	4,637	7,554,308	372,269	8,509,637	1,404,567	1,499,461	225,230	3,221,215	6,737,484	79.2	1,772,153	902,275	858,802	520,738
	4 mos.	4,641	30,096,618	1,701,408	34,142,744	5,825,537	5,932,579	915,645	13,081,522	27,306,124	80.0	6,836,620	3,495,010	3,372,113	2,490,650
St. Louis, San Francisco & Texas	April	159	317,442	7,738	347,820	43,272	31,211	15,621	138,530	238,265	68.5	109,555	24,691	40,494	46,579
	4 mos.	159	1,147,101	38,092	1,256,402	187,408	132,395	60,633	540,185	959,794	76.4	296,608	40,377	48,778	137,412
St. Louis Southwestern Lines	April	1,569	4,334,853	42,767	4,566,757	1,007,662	574,948	139,403	1,431,294	3,318,819	72.7	1,247,938	506,073	512,100	673,288
	4 mos.	1,569	17,516,260	149,937	18,386,573	3,065,382	2,261,203	555,590	5,815,147	12,377,444	67.3	6,009,129	2,379,174	2,755,193	3,398,453
Seaboard Air Line	April	4,146	9,331,534	1,251,027	11,400,220	1,837,219	1,908,858	316,127	3,977,492	8,524,278	74.8	2,875,942	1,236,822	1,344,892	977,231
	4 mos.	4,146	36,683,977	5,687,509	45,605,376	7,443,094	7,653,833	1,275,095	16,236,109	34,643,545	76.0	10,961,831	4,681,388	4,977,305	4,118,159
Southern Railway	April	6,347	15,791,833	1,224,249	18,356,609	2,502,910	3,382,152	349,624	6,725,484	13,690,423	74.6	4,666,186	2,132,347	2,128,757	1,806,285
	4 mos.	6,347	62,204,878	5,202,615	72,640,254	9,980,203	13,180,959	1,401,734	26,554,496	54,099,139	74.5	18,541,115	8,450,373	8,604,227	6,400,380
Alabama Great Southern	April	316	1,192,650	72,159	1,355,266	183,004	262,155	30,736	467,163	995,668	73.5	359,598	196,439	164,588	162,852
	4 mos.	316	4,637,604	326,048	5,361,671	763,327	1,049,743	113,097	1,907,738	4,053,069	75.6	1,308,602	740,607	603,429	588,566
Cinn., New Orleans & Texas Pacific	April	337	3,077,657	177,812	3,412,300	383,102	566,874	62,017	1,043,360	2,169,954	63.6	1,242,346	581,631	643,715	785,116
	4 mos.	337	11,353,804	779,302	12,780,111	1,536,543	2,168,780	226,631	3,929,729	8,316,231	65.1	4,463,880	2,104,189	2,278,922	2,265,032
Georgia Southern & Florida	April	397	498,714	74,525	628,242	122,939	44,911	6,990	206,500	402,516	64.1	225,726	41,701	54,136	65,859
	4 mos.	397	1,947,855	357,424	2,541,297	527,512	170,928	26,901	833,407	1,646,097	64.8	895,200	189,226	201,134	237,655
New Orleans & Northeastern	April	204	866,437	42,930	953,744	125,720	104,224	18,256	180,640	465,685	48.8	488,059	219,486	224,345	148,708
	4 mos.	204	3,106,100	206,133	3,494,791	579,032	401,925	67,826	841,109	2,040,176	58.4	1,454,615	647,739	614,116	595,318
Southern Pacific	April	8,143	28,138,941	2,609,994	32,651,554	4,117,456	6,961,574	672,156	12,525,241	25,953,194	79.5	6,698,360	3,334,379	1,995,256	2,254,792
	4 mos.	8,143	105,244,212	10,852,229	123,950,894	16,261,760	27,287,945	2,745,290	49,401,608	102,489,200	82.7	21,461,694	11,748,598	5,690,908	4,898,102
Texas & New Orleans	April	4,316	7,996,345	543,198	9,138,165	1,521,214	1,409,856	225,937	3,502,035	7,094,792	77.6	2,043,373	875,546	650,666	712,821
	4 mos.	4,316	33,374,213	2,243,236	38,052,248	6,291,994	5,834,836	845,569	14,061,890	28,817,795	75.7	9,234,453	3,848,244	3,151,674	3,192,597
Spokane International	April	152	181,297	1,010	193,790	35,107	18,075	4,159	47,851	114,037	58.8	79,753	25,071	35,945	36,640
	4 mos.	152	631,553	3,911	683,664	164,072	70,753	16,608	199,800	486,969	71.2	196,705	55,746	89,485	—37,106
Spokane, Portland & Seattle	April	945	1,967,616	63,166	2,133,003	547,541	253,664	19,215	667,039	1,561,350	73.2	571,653	165,107	296,547	140,751
	4 mos.	945	6,860,927	270,095	7,534,816	1,677,510	996,548	83,137	2,707,991	5,772,450	76.6	1,762,366	664,825	732,382	603,432
Tennessee Central	April	286	371,090	7,092	395,712	70,185	55,657	10,115	129,273	282,175	71.3	113,537	26,299	51,104	22,175
	4 mos.	286	1,435,280	10,677	1,516,602	269,799	217,374	39,716	513,942	1,109,703	73.2	406,899	96,648	175,637	87,350
Texas & Northern	April	8	83,614	.....	94,176	2,323	4,998	759	10,756	26,954	28.6	67,222	22,438	34,394	34,124
	4 mos.	8	234,664	.....	275,364	10,027	17,300	1,584	58,211	104,127	37.8	171,237	53,374	78,032	114,748
Texas & Pacific	April	1,846	4,426,460	321,001	5,205,626	823,205	836,404	154,875	1,870,276	3,953,583	75.9	1,252,043	374,943	567,714	515,577
	4 mos.	1,846	17,915,682	1,314,916	20,843,816	3,204,321	3,285,033	632,578	7,428,149	15,638,967	75.0	5,204,849	1,487,975	2,391,997	2,150,592
Texas Mexican	April	162	273,121	.....	298,224	58,832	24,271	6,303	54,866	160,824	53.9	137,400	58,229	64,130	58,271
	4 mos.	162	1,007,100	.....	1,105,731	226,003	83,824	25,016	202,803	600,755	54.3	504,976	209,650	224,211	188,589
Toledo, Peoria & Western	April	239	401,179	12	408,504	67,037	34,259	36,938	98,562	263,457	64.5	145,047	53,634	55,361	48,979
	4 mos.	239	1,634,786	34	1,652,663	229,557	150,588	141,693	403,720	1,015,740	61.5	636,923	229,519	270,642	250,399
Union Pacific	April	9,719	25,821,953	2,092,042	30,389,204	5,241,811	6,037,772	870,225	10,813,214	24,718,886	81.3	5,670,318	3,500,399	992,644	1,180,667
	4 mos.	9,720	101,374,956	8,958,512	119,820,691	16,044,101	24,151,850	3,328,374	44,285,377	94,677,719	79.0	25,142,972	15,421,982	5,764,243	—2,568,482
Utah	April	111	83,914	.....	84,508	20,431	46,064	682	43,515	118,630	140.4	—34,122	11,558	—41,574	—37,144
	4 mos.	111	394,569	.....	395,766	73,220	190,413	2,872	194,394	491,722	124.3	—95,955	47,079	—115,638	—52,678
Virginian	April	661	2,915,017	2,768	2,976,290	351,211	576,108	40,909	666,473	1,702,338	57.2	1,273,952	648,000	913,534	802,998
	4 mos.	661	8,706,060	8,510	8,906,182	1,241,513	2,012,533	154,087	2,194,224	5,882,012	66.0	3,024,170	1,581,600	2,108,186	2,756,036
Wabash	April	2,393	7,096,481	310,683	7,963,901	1,209,246	1,076,514	254,695	3,351,376	6,206,904	77.9	1,756,997	710,341	625,778	402,020
	4 mos.	2,393	27,884,694	1,307,969	31,278,108	4,173,084	4,408,924	1,008,576	13,503,926	24,237,475	77.5	7,040,633	2,866,446	2,470,190	1,509,807
Ann Arbor	April	294	770,656	1,825	783,905	81,107	98,881	21,654	329,201	548,432	70.0	235,473	78,553	119,474	71,829
	4 mos.	294	2,813,665	5,319	2,855,744	292,196	399,316	90,468	1,340,948	2,184,585	76.5	671,159	171,424	396,470	172,993
Western Maryland	April	837	3,291,314	7,105	3,415,301	433,289	706,864	75,630	1,014,912	2,368,226	69.3	1,047,075	544,000	719,430	735,357
	4 mos.	837	11,035,591	26,383	11,576,804	1,499,362	2,384,675	288,806	3,816,881	8,530,296	73.7	3,046,508	1,565,000	2,039,080	2,898,341
Western Pacific	April	1,195	3,167,493	215,617	3,476,526	641,985	548,437	157,445	1,089,870	2,611,517	75.1	865,009	390,293	415,904	525,268
	4 mos.	1,195	12,062,674	736,917	13,101,066	2,183,859	2,236,521	575,809	4,344,708	10,029,475	76.6	3,071,591	1,341,457	1,465,342	845,056
Wisconsin Central	April	1,051	2,037,437	27,911	2,186,899	379,965	326,232	57,904	886,993	1,739,498	79.5	447,401	135,751	165,735	169,824
	4 mos.	1,051	7,767,148	103,170	8,289,898	1,142,042	1,386,016	235,618	3,539,704	6,642,772	80.1	1,647,126	524,158	528,291	564,824

If you use Alloy Steels...



...you should have this NEW helpful booklet!

TABLE OF CONTENTS

I Heat Treatment of Steels

II Transformation of Austenite Shown Graphically (Isothermal Transformation Diagrams)

III Heat Treating Methods

Annealing	Nitriding
Hardening	Cyaniding
Martempering	Flame Hardening
Carburizing	Induction Hardening

IV Mechanical Properties of Alloy Steels

DATA & REFERENCE CHARTS

Critical Points	Carburizing Depths
Ms Calculation	Nitriding Depths
Mechanical Properties	

It's new . . . up-to-the-minute . . . 54 pages of valuable heat treating data that belongs on the desk of every alloy steel user.

Republic—world's largest producer of alloy and stainless steels—offers you this useful booklet without cost or obligation in any way.

Just fill in the coupon and mail *today.*

REPUBLIC STEEL ®

REPUBLIC STEEL CORPORATION
Advertising Division
3116 East 45th Street, Cleveland 27, Ohio

Please send me a copy of your new booklet *Heat Treating Republic Alloy Steels.*

Name ..... *Title* .....

Firm .....

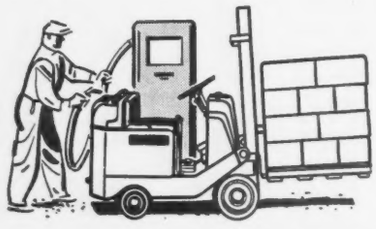
Address .....

City ..... *State* .....

No hold-up for down-time!

Every Towmotor is designed for the job . . . and stays on the job, because each part is engineered for a practical *industrial* purpose. Even routine servicing has been carefully planned to permit continuous maximum operating efficiency. Compare Towmotor with any other fork lift truck and you will see why Towmotor's trouble-free features make every Mass Handling job easier, faster, safer. 12 models plus standard and specially designed accessories handle loads from 1500 to 15,000 lbs.—a Towmotor for every job. Write for a copy of "Handling Materials Illustrated." Towmotor Corporation, Division 21, 1226 E. 152nd St., Cleveland 10, Ohio. Representatives in all Principal Cities in U. S. and Canada.

every handling job is easier with TOWMOTOR MH!



Gas Powered for 24-hour service

When necessary, keep dependable Towmotors working productively "around the clock." Sturdy Towmotors need no revitalizing, no coddling. They're ready, willing and able—*any time!*

Ask to see the Towmotor movie, "The One Man Gang," right in your office.

TOWMOTOR
THE ONE-MAN-GANG
®

FORK LIFT TRUCKS and TRACTORS

RECEIVING • PROCESSING • STORAGE • DISTRIBUTION

General News

Southeastern Shippers

(Continued from page 108)

railroad opposition to the so-called "union shop" bill, and for their support of the Donnell "anti-strike" bill, both now pending in Congress. Americans generally, he warned, "are being lulled into a fool's paradise" by "being promised much when all we are really getting is socialism."

Mr. Kelly, after reviewing the development of the port of New Orleans, listed the St. Lawrence seaway "as one of the great problems of the south and southeast." "If the seaway is completed," he said in part, "and we have this volume [of traffic] moving to the lake ports six months of the year and the other six months moving in the opposite direction, we will face a problem far beyond the problem of fertilizer cars in spring or wheat cars in summer or coal cars in winter."

"In nearly every state," he said with reference to highway transportation, "the highway department is finding that maintenance costs are so high that little money is left for new construction. Even on the great Pennsylvania turnpike . . . the state highway department has found that the outer lane, the one used by the heavy trucks, is wearing out faster than the other lanes."

He suggested, as his "own opinion only," that "if we had a single agency to consider and decide upon our problems, possibly each form of transportation could find its proper place."

John C. Sanford, of Birmingham, Ala., general chairman, and J. F. Moore, of Savannah, Ga., general secretary, presided at the sessions.

May Operating Revenues Below Previous Year

From preliminary reports of 82 Class I railroads representing 86 per cent of total operating revenues, the Association of American Railroads has estimated that May gross amounted to $625,608,255, a decrease of 1.9 per cent below the $637,408,710 reported for the same month in 1949. Estimated May freight revenue was $531,075,679, as compared with May, 1949's $528,258,211, an increase of 0.5 per cent. Estimated passenger revenue was $50,145,347, as compared with $60,000,561, a decrease of 16.4 per cent. All other revenues were down 9.7 per cent—$44,387,229 as compared with $49,149,938.

N.I.T. League, Car Service Division Study Car Shortage

At a meeting held in Chicago on June 14, members of the executive committee of the Car Service Division of the Association of American Railroads met with a special shipper committee of the National Industrial Traffic League to study the growing shortage of freight cars. The meeting concluded without arrival at a direct solution to the problem, but it

was intimated that individual lines might be requested to place new car orders to bring their ownership of cars up to a level proportionate with freight originating on their lines.

Other steps which the group planned to take include the pressing of individual carriers to reduce their bad order car figure as rapidly as possible, and the pressing of shippers to support the campaign for clean cars, and to speed loading and unloading. It was estimated that by prompt handling by both shippers and railroads, the average turnaround time of a car could be cut as much as 24 hours, the equivalent of one million car days a year.

Traffic Analyst Wins New York Railroad Club's Essay Contest

Clifford B. O'Hara, of Cos Cob, Conn., analyst in the traffic department of the Shell Oil Company, has been awarded the first prize of $500 in the New York Railroad Club's second Roy V. Wright Prize Competition for the best essays on important transportation subjects. The topic of Mr. O'Hara's paper was "'Deregulation' to Equalize Carrier Competition."

Ten additional prizes of $100 each were awarded to:

Euclid H. Cartier, West Somerville, Mass., traveling auditor, New York Central;
Earl E. Habkirk, Winnipeg, Man.;
Albert C. Hardies, Jr., Pittsburgh, Pa., engineering accountant, Pittsburgh & Lake Erie;
Earl W. Lipsky, London, Ont., trainman, Canadian Pacific;
Horace L. Lyon, Great Neck, N. Y., staff member, Carl Byoir & Associates;
James D. McCarthy, Albany, N. Y., car distributor, N. Y. C.;
Frank Gilbert Roe, Victoria, B. C., pensioner, Canadian National;
R. E. Rose, Edmonton, Alta., ticket clerk, C. N.;
T. D. Saar, Jr., Pittsburg, Kan., locomotive fireman, Kansas City Southern; and
V. B. Siems, Jr., Sunbury, Pa, supervisor of track, Pennsylvania

Judges in the contest, which closed on February 28, were R. E. Woodruff, chairman, Erie; E. T. Moore, president, Central of New Jersey, and C. A. Major, president, Lehigh Valley.

B. & O. Inaugurates "Technical Graduate Training Course"

Eight engineering college graduates, from eight states and eight colleges, have been selected from more than 100 applicants for the first "Technical Graduate Training Course" to be conducted by the Baltimore & Ohio.

The new course, designed to train engineering college graduates for supervisory positions with the railroad, calls for selection of a limited number of graduate engineers at annual or biennial intervals. For the first 60 weeks of his training, the young engineer will work in five principal departments of the railroad—engineering, maintenance of way, communications and signals, motive power, and operations. For the second part of his training, 70 weeks, the trainee will specialize in one of these departments designated by the railroad management.

Applicants for the training program are selected by a selection and training board headed by A. C. Clarke, chief en-

"CLARK is workin' on the RAILROADS"

A SURE-FIRE WAY TO GET MORE FOR YOUR MONEY—CLARK FORK TRUCKS

✓More Efficiency
(DO MORE JOBS BETTER)

✓More Economy
(COST LESS TO OPERATE)

✓More Durability
(LAST LONGER)

CLARK products are released only after standing the exacting test of Clark's Unmatched Engineering Laboratory.

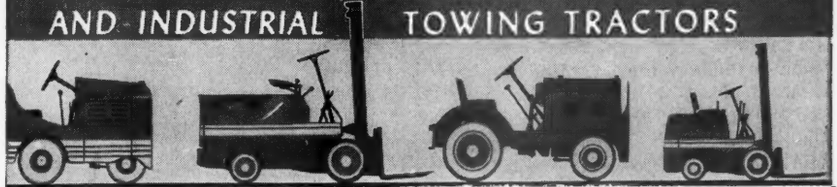
Lower your break-even point—by cutting those handling costs with the versatile, efficient, and economical Clark Machines

Many practical handling attachments broaden the usefulness of Clark fork trucks—good idea to know about them

To borrow CLARK Movies and receive new literature check proper box or boxes in the coupon, attach it to your business letterhead and mail to CLARK

THREE MORE REASONS WHY CLARK IS YOUR BEST BUY

CLARK ELECTRIC AND GAS POWERED FORK TRUCKS AND INDUSTRIAL TOWING TRACTORS



INDUSTRIAL TRUCK DIVISION • CLARK EQUIPMENT COMPANY • BATTLE CREEK 24, MICH.
Please send the items checked . . . ☐ Movie Digest ☐ Products Catalog ☐ Material Handling News
NAME
FIRM NAME
STREET
CITY ZONE STATE

AUTHORIZED CLARK INDUSTRIAL TRUCK PARTS AND SERVICE STATIONS IN STRATEGIC LOCATIONS

gineer of the B.&O. Other members of the committee include A. K. Galloway, general superintendent of motive power and equipment; A. S. Hunt, chief engineer of communications and signals, and C. H. Holtzworth, superintendent of employment.

Applicants for the program must be 26 years of age or under, and graduates in civil, electrical, or mechanical engineering. Of those just selected, four are civil engineers, two electrical engineers and two mechanical engineers.

J. Joseph Noonan Dies; Was Mediator for N.M.B.

J. Joseph Noonan, who had been a member of the National Mediation Board's staff of mediators for 11 years, died June 20 at Richmond, Ind., after an illness of several months. He was 61 years of age.

Before coming to N.M.B., Mr. Noonan had served as one of the original members of the National Railroad Adjustment Board's Fourth Division. N.M.B. Secretary Thomas E. Bickers this week paid tribute to him with the following statement: "We considered Joe Noonan one of our top-flight mediators, and his passing is not only a great personal loss to his associates but a distinct loss to our organization."

Truckers Seek Further Reciprocity, Tax Privileges

Acceleration of the commercial trucking industry's efforts to bring about "complete" licensing and fee reciprocity among all 48 states was approved by the executive committee of the American Trucking Associations in a two-day meeting at San Francisco, Cal., last week. The associations' highway committee was instructed to appoint a special subcommittee to "press forward" on the A.T.A. reciprocity policy already adopted, which provides in part that "any motor vehicle properly licensed in one state should have the right to operate in any other state without acquiring any additional license plates or payment of any additional registration fees. Reciprocity should be full, complete and automatic."

[Such "reciprocity" is now generally in effect between all states with respect to passenger automobiles, and between many states with respect to trucks. The A. T. A. program is apparently designed to extend full reciprocity as to trucks to all states, thus preventing any state from levying any license, registration or highway use fee on any truck registered in any other state.— EDITOR.]

To "overcome reluctance" of states to enter into such reciprocal arrangements, the A. T. A. policy also advocates amendment of the Federal Aid Highway Act "to provide incentives to states to grant full and complete reciprocity and to encourage anti-diversion laws"—the latter to "assure" that state revenues collected from highway users shall be devoted to highway purposes.

The A. T. A. executive committee also expressed "widespread trucking industry resentment" over "anti-truck statements"

NEAR YOU

there's a GRAYBAR man

who can save you time in obtaining railroad lamps and lighting equipment, pole line supplies, communication equipment, electrical repair-shop supplies, ... everything electrical!

At strategic points throughout the nation, many first-quality electrical items are conveniently available via Graybar. In the following list of Graybar warehouse locations, you'll find the name, address, and phone number of a Graybar Representative near you — a specialist who can help you obtain the electrical items you want with minimum delay. He'll gladly answer any questions about technical aspects, deliveries, prices, or Graybar service. *Graybar Electric Company, Inc.... in over 100 principal cities. Executive offices: Graybar Bldg., New York 17, N. Y.*

5069

ALABAMA
*Birmingham 3 — 1529-31 First Ave., N.
Birmingham 4-1861 • J. A. Taylor
L. W. Hill (Mobile, Ala.)

ARIZONA
*Phoenix 2 — 434 West Madison Street
Phoenix 3-6131 • E. E. Leavy

ARKANSAS
Little Rock — 417 Byrd St.
Little Rock 5-1246 • J. C. English

CALIFORNIA
Fresno 2 — 101 Van Ness Ave.
Fresno 2-4175 • B. R. Cole
Long Beach 13 — 17th St. & Daisy Ave.
Long Beach 70-2911 • C. F. Parks
*Los Angeles 54 — 210 Anderson St.
Angelus 3-7282 • R. R. Lockhart
W. K. Means
Oakland 4 — 222-24 Ninth Street
Glencourt 1-5451 • M. L. Wilkins
*Sacramento 1 — 1900 14th Street
Gilbert 2-8976 • A. R. Fryklund
*San Diego 1 — 720 State Street
Franklin 1361 • R. T. Redfield
*San Francisco 3 — 1750 Alameda St.
Market 1-5131 • O. W. Balser

COLORADO
*Denver 2 — 104 Wazee Market
Tabor 7116 • H. E. Woodring

CONNECTICUT
West Hartford 6 — 453 New Park Ave.
Hartford 33-2631 • D. E. Sullivan
*New Haven 7 — 25 Union Street
New Haven 8-4163 • P. F. Lee

DELAWARE
Wilmington 3 — 1005-1007 W. Fourth St.
Wilmington 4-6245 • L. E. McIntyre

DISTRICT OF COLUMBIA
*Washington 2 — 60 Florida Ave., N.E.
Adams 4800 • A. C. Eastburn

FLORIDA
*Jacksonville 1 — 12th & Main Sts.
Jacksonville 6-7611 • I. A. Williams
Miami 30 — 835 Northwest First Ave.
Miami 2-3168 • J. E. Powell
Orlando — 533-35 W. Central Ave.
Orlando 6133 • H. E. Smitter
Tampa 1 — 416 Ellamae Street
Tampa 2-2601 • R. S. Robinson

GEORGIA
*Atlanta 1 — 333 North Ave., N.W.
Cypress 1751 • W. A. Northington
G. Sweeney
*Savannah 1 — 2601 Whitaker St.
Savannah 2-1121 • R. L. Wear

IDAHO
Boise — 14th & Idaho Sts.
Boise 6315 • L. Maynard Smith

ILLINOIS
Chicago 7 — 850 W. Jackson Blvd.
Canal 6-4100 • E. J. O'Donnell
J. J. O'Connor
F. D. Wilson
Peoria 2 — 704 South Adams St.
Peoria 4-8211 • W. W. Smilde

INDIANA
Evansville 14 —1709-1713 E. Columbia St.
Evansville 3-5484 • N. S. Muse
Hammond— 5830 Calumet Ave.
Sheffield 5830 • J. J. Lieske, Jr.
*Indianapolis 2 — 1300 W. 16th St.
Atlantic 2351 • L. E. Williamson

IOWA
Davenport — 206-210 East 5th St.
Davenport 3-2769 • E. L. Johnson
Des Moines 9 — 24 Eleventh Street
Des Moines 3-8614 • L. C. Esthus

KANSAS
Wichita 1 — 424 No. Rock Island Ave.
Wichita 7-1366 • E. F. Linnerson

KENTUCKY
*Louisville 8 — 624-628 Myrtle St.
Magnolia 0210 • C. H. Brown

LOUISIANA
*New Orleans 10 — 601 South Peters St.
Canal 1667 • W. A. Moorefield
Shreveport — 90 Fannin St.
Shreveport 4-6645 • A. W. Wheeler

MAINE
*Portland 3 — Center & Commercial Sts.
Portland 3-1761 • H. J. Scully

MARYLAND
*Baltimore 2 — 100 South Street
Saratoga 5050 • J. D. Rhoads

MASSACHUSETTS
*Boston 16 — 287 Columbus Avenue
Kenmore 6-4567 • G. J. Pink
Springfield 4 — 32 Patton St.
Springfield 7-4373 • H. O. Edoff
Worcester 5 — 108 Grove Street
Worcester 6-4311 • H. G. Rappel

MICHIGAN
*Detroit 1 — 55 West Canfield Ave.
Temple 1-5500 • C. R. Carlson
W. E. Watson
P. L. Gundy
*Flint 6 — 2424 Kansas Ave.
Flint 2-4101 • E. C. Bryden
*Grand Rapids 2 — 432 Monroe Ave., N.W.
Grand Rapids 8-1231 • H. G. Cook
*Lansing 2 — 125 E. Shiawassee St.
Lansing 4-5434 • J. D. Akers

MINNESOTA
*Duluth 2 — 320 West 1st Street
Melrose 6646 • P. D. Barber
*Minneapolis 15 — 824 South Fourth St.
Geneva 1621 • E. J. Aubrecht
*St. Paul 1 — 464 Robert St.
Cedar 7491 • L. E. Luckman

MISSISSIPPI
*Jackson — 154 E. Porter St.
Jackson 3-6316 • A. N. Saxon

MISSOURI
*Kansas City 8 — 1644 Baltimore Ave.
Baltimore 1644 • John Bevers
R. B. Uhrig
E. H. Williamson
*St. Louis 3 — 2642 Washington Ave.
Newstead 4700 • J. R. Hayes
R. M. Peck

MONTANA
Butte — 604 E. Aluminum St.
Butte 3234 • E. J. Hoff

NEBRASKA
*Omaha 2 — 1120 Capitol Ave.
Atlantic 5740 • D. L. Harper
L. J. O'Connell

NEW HAMPSHIRE
Manchester — 103 Hampshire Lane
Manchester 4-4341 • P. A. Dorn

NEW JERSEY
Newark 5 — 2 Liberty Street
Market 2-5100 • J. P. McCarthy

NEW YORK
*Albany 4 — 40 Van Woert St.
Albany 5-1564 • J. T. Porter
Binghamton — 603 Press Bldg.
Binghamton 2-5926 • M. E. Ransom
Buffalo 4 — 180 Perry St.
Washington 3700 • K. L. Thielscher
Jamestown — 208 Fenton Bldg.
Jamestown 4849 • F. A. Coley
*New York 14 — 180 Varick Street
WA 4-3000 • W. C. Lienecke
Rochester 4 — 186 North Water St.
Baker 7700 • J. A. Royce
Syracuse 1 — 327 North West Street
Syracuse 2-1281 • W. J. McNulty

NORTH CAROLINA
Asheville — 221 Patton Avenue
Asheville 3-4761 • H. H. Hix
*Charlotte 1 — 120 W. Morehead St.
Charlotte 7177 • H. Corey
Durham — 303 South Duke Street
Durham F-113 • L. A. Shaw
Winston-Salem 1 — 955-59 Brookstown Ave.
Winston-Salem 4-2461 • J. W. Van Dorsten

OHIO
Akron 9 — 185 Carroll St.
Franklin 2121 • N. W. Zilch
*Cincinnati 10 — 115-129 W. McMicken Ave.
Main 0600 • J. V. Neal
Joseph Ellis
*Cleveland 14 — 1010 Rockwell Ave.
Cherry 1-1360 • A. R. Hicks
Columbus 15 — Third & Chestnut Sts.
Main 5408 • C. E. Furber
Dayton 2 — 332-42 West Monument Ave.
Michigan 5665 • A. J. Fischer
Toledo 2 — 1700 Canton Street
Main 9166 • A. R. Weaver
Youngstown 1 — 602 West Rayen Ave.
Youngstown 4-0124 • W. C. Robinson

OKLAHOMA
Oklahoma City 2 — 12 E. California St.
Oklahoma City 3-9351 • W. A. Arthur
Tulsa 4 — 2406 E. 12th St.
Tulsa 6-1151 • F. L. Cummings

OREGON
Eugene — 2180 6th Ave. West
Eugene 4-2224 • H. O. Colburn
*Portland 9 — Park & Flanders Sts.
Broadway 6641 • Marvin Peck

PENNSYLVANIA
Allentown — 1941 Hamilton Street
Allentown 3-3181
Bethlehem 1-0657 • W. L. Hall
Harrisburg — 1039 S. Thirteenth St.
Harrisburg 5-7303 • H. H. Binder
Philadelphia 7 — 910 Cherry St.
Walnut 2-5405 • W. W. Frazee, Jr.
D. M. Antrim
Fred Jaeger
*Pittsburgh 12 — 900 Ridge Ave.
Allegheny 4100 • J. G. McNeely
R. F. Grossett
Reading — 22 South Third Street
Reading 5-6231 • T. J. Hopkins

RHODE ISLAND
Providence 3 — 194-196 Richmond St.
Dexter 8100 • T. A. Purcell

SOUTH CAROLINA
Columbia — 710 Lady St.
Columbia 2-2125 • J. H. Littleton, Jr.

SOUTH DAKOTA
Aberdeen — 224 First Ave. S.E.
Aberdeen 2974 • D. G. Hubbard

TENNESSEE
Bristol — 29 Fifth Street
South 4415 • R. L. Coward
Chattanooga 1 — 1222 Carter Street
Chattanooga 6-5624 • J. R. Feeney
Knoxville 30 — Henley St. & Union Ave.
Knoxville 3-6171 • C. C. McGraw
*Memphis 3 — 484 South Front Street
Memphis 37-3421 • J. W. Horne
*Nashville 2 — 313-315 8th Ave. So.
Nashville 6-7161 • Herschel Hall

TEXAS
*Amarillo — 601 E. 2nd St.
Amarillo 2-6778 • L. P. Bell
Austin — 214 E. 3rd St.
8-5674 • George W. Cox
Beaumont — 1070 Fannin St.
Beaumont 2-8484 • L. A. Haley
Corpus Christi — 1311 Agnes Street
Corpus Christi 6374 • R. E. Broyles
*Dallas 2 — 400 South Austin St.
Central 6454 • A. Frank Hamm
El Paso — 427 West San Antonio St.
El Paso 2-8381 • C. A. Steinmann
*Fort Worth 7 — 1107 Foch St.
Fort Worth 3-4525 • Vernon Young
*Houston 3 — 1702 St. Bernard St.
Atwood 8-4571 • W. P. Worley, Jr.
San Antonio 8 — 1401 N. Hackberry St.
Fannin 6274 • J. Emmett House

UTAH
*Salt Lake City 13 — 336 N. 3rd West St.
Salt Lake City 3-3894 • R. H. Lee

VIRGINIA
*Norfolk 1 — 333 West 21st St.
Norfolk 2-2727 • L. E. Burford
W. R. Nottingham
*Richmond 19 — 10 S. 6th St.
Richmond 7-3491 • E. C. Toms
*Roanoke 5 — 601 Salem Ave.
Roanoke 3-3615 • W. E. James

WASHINGTON
*Seattle 4 — King & Occidental Sts.
Mutual 0123 • E. E. McEachron
*Spokane 8 — 152 South Post St.
Riverside 3151 • W. A. Sparks
*Tacoma 1 — 2112 "A" Street
Main 0166 • R. J. Franzen

WEST VIRGINIA
Charleston — 600 Chamber of Commerce Building
Charleston 3-9423 • John T. Young

WISCONSIN
Milwaukee 2 — 180 No. Jefferson St.
Marquette 8-1946 • R. J. Harkins

*At these warehouses, there are Graybar Representatives who have special experience in handling railroad electrical requirements.

alleged to have been made by Andrew H. Phelps, vice-president of the Westinghouse Electric Corporation, in an address to the Western Railway Club at Chicago on March 20, which was published in full in the *Railway Age* of March 25, page 42. The committee adopted a resolution "calling upon officers of the Westinghouse Corporation to clarify the question of whether the Phelps attack is that of an individual, made without policy sanction by the company, or whether the 'grave and intemperate' charges have the official endorsement of the corporation."

Other committee action included a resolution for A. T. A. support of an appeal by the Spector Motor Service, of Chicago, from a court decision holding that a state (Connecticut) may tax the net income of motor carriers originating traffic in the state even though such carriers are engaged solely in interstate commerce; and a directive to the A. T. A. staff to "participate" in any investigation of long-haul trucking which may be undertaken by the Interstate Commerce Commission as a result of the recent railroad request for such a study. (See *Railway Age* of May 6, page 54.)

Asks I.C.C. to Force Roads To Lower Livestock Rates

A petition filed this week by seven livestock associations has requested the Interstate Commerce Commission to order the nation's railroads to show cause why they should not immediately reduce rates on livestock. The petition charged present rates are "excessive, unjust and unreasonable."

Since 1946 livestock traffic has "substantially declined," the petition said. The number of cars loaded in 1947, 1948 and 1949 declined 16.74 per cent, 31.92 per cent, and 40.41 per cent respectively below 1946, it added, and went on to say that increased rates have caused this diversion or suppression of livestock traffic.

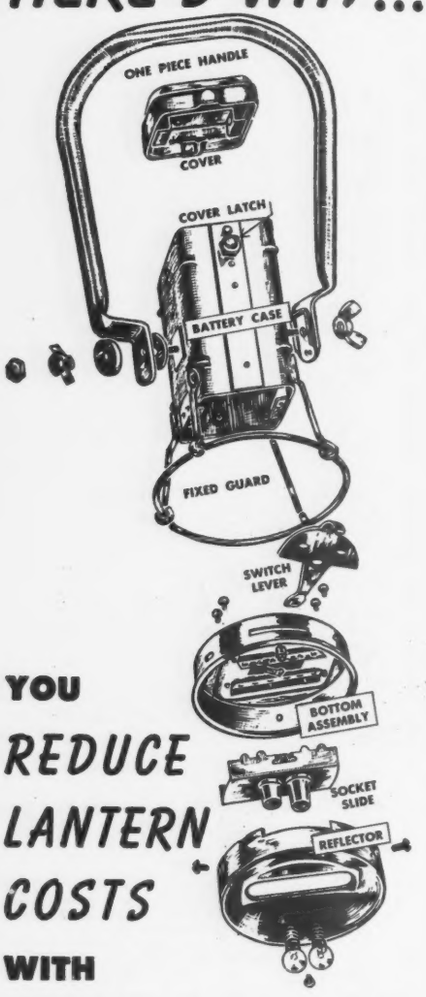
During the same three year period, the petition said, trucked-in receipts were rising. By 1949 the trucks were hauling 14.5 per cent more cattle, 12.4 per cent more calves and 16 per cent more hogs than in 1946.

The rail rates about which the associations are complaining are those resulting from the Ex Parte 123 increase of 1938 as well as the various raises granted since the war. These present rates, as a result of the increases, range from 43 per cent to 55 per cent higher than before.

The petition noted that in the Ex Parte rate cases the livestock shippers had opposed increases on the basis that the railroads would price themselves out of the market and therefore realize less revenue; they would force diversion to other forms of transport, and would shorten their hauls by forcing relocation of public markets and slaughtering establishments.

In asking the commission to take action the petition said the carriers had

HERE'S WHY...



YOU
REDUCE
LANTERN
COSTS
WITH

JUSTRITE ELECTRIC LANTERNS

PARTS EASILY REPLACED

Damaged parts easily and quickly removed. Replacement "on the job" can be made with standard parts.

NO SPECIAL TOOLS REQUIRED

Note screw type assembly illustrated above.

SIMPLIFIED SWITCH DESIGN

No wiring to get out of order.

BUILT OF FINEST MATERIALS

Designed to withstand rough usage under all service conditions.

Write for Catalog on Justrite cost-reducing lanterns for railroad use.

JUSTRITE MANUFACTURING COMPANY
2063 N. Southport Ave., Dept. D-1
Chicago, Ill.

made "repeated promises" to reduce rates on livestock during hearings in Ex Parte cases, but that no such reductions have been made. The petition also asked that the I.C.C. invite a cooperating committee of commissioners, to be selected by the states, to participate in the hearings, argument and disposition of this case.

The petitioning associations are: American National Live Stock Association; National Wool Growers Association; Texas and Southwestern Cattle Raisers Association; Texas Sheep and Goat Raisers Association; Highland-Hereford Breeders Association; Live Stock Traffic Association; and the National Live Stock Producers Association and their state affiliates.

Freight-Absorption Bill Vetoed by the President

President Truman has vetoed the recently enacted bill which was designed to eliminate present uncertainties as to the legality of freight-charge absorptions by sellers undertaking to reach distant markets. The president's veto message of June 16 said that the proposed legislation "would obscure rather than clarify the law," and that there is now "no bar to freight absorption or delivered prices as such."

The bill, S.1008, proposed to amend the Clayton and Federal Trade Commission Acts in an undertaking to eliminate the confusion which has resulted from the Supreme Court's April 26, 1948, decision upholding the Federal Trade Commission's "cease and desist" order against the cement industry's basing-point system of pricing. As to the absorption of freight charges, the bill would have provided that it was legal when practiced by individual sellers in the absence of collusion.

That F.T.C. is in agreement with the President's view that there is now no bar to freight absorption was indicated by a statement the commission made on June 10. The statement was issued in connection with a pending F.C.C. complaint against manufacturers of corn products, but it included the following:

"The public and the business community should not be left with the impression that the Federal Trade Commission is acting or has ever acted to prohibit or interfere with delivered pricing or freight absorption when innocently and independently pursued with the result of promoting competition. The commission and the courts have acted to stop those practices only when they involved collusion, conspiracy or unjust discriminations with resulting damage to competitors and the public's interest."

I.C.C. Suspends Proposed L.C.L. Tariffs Until July 24

Two proposed l.c.l. tariffs filed recently with the Interstate Commerce Commission by Official Territory railroads as a "compromise settlement" of the long-pending "L.C.L. Case" have been suspended by the commission. The tariffs would have been effective June 19, but the present order suspends them through July 24.

In announcing the suspension, the commission said it was taking this action "in order to afford additional time to consider the voluminous matter submitted by the parties." The general case, which dates from May, 1947, is docketed as No. 29770; but the commission, in suspending the tariffs, made them the subject matter of a new proceeding — I.&S. No. 5811.

The eastern roads had asked the commission not to suspend the proposed tariffs inasmuch as they were the result of "further consideration" of the l.c.l. problem by both the railroads and shippers. The N.I.T. League has filed a statement with the commission in support of the proposed tariffs.

Following the suspension notice the commission also cancelled a hearing in the case which was scheduled for June 27 before Examiner Walsh. No further hearing date was announced.

The suspended schedules propose to increase the minimum charge on a single l.c.l. or any-quantity shipment from $1.43 to $2.00, and apply to exception-rated l.c.l. traffic the class rates applicable to classification-rated l.c.l. traffic. (See *Railway Age* of June 3, page 49.)

Delay Granted in Spotting-Service Tariff Investigation

The Interstate Commerce Commission has postponed from June 20 to August 21 the date by which railroads must furnish certain information in connection with the spotting-service tariff investigation. At the same time the commission has cancelled the hearing which had been scheduled for June 27 before Examiner Diamondson. (See *Railway Age* of May 27, page 53.)

The 60-day extension was granted following a request for such a delay by the Baltimore & Ohio on behalf of itself and other roads in the case.

Docketed as No. 30556, the investigation was recently instituted by the commission to determine how the roads have applied the spotting-service tariff which was published to comply with commission findings in the terminal-services part of the Ex Parte 104 investigation.

Denounce Foreign Oil As Coal Traffic Declines

O. E. Schultz, chairman of the Coal, Coke and Iron Committee of Trunk Line Territory roads, was among final witnesses appearing before the Senate subcommittee which has been investigating causes of unemployment in certain basic industries, including the railroad industry.

The presentation by Mr. Schultz was along the lines of testimony presented earlier to the subcommittee by George F. Parrish, executive secretary of the West Virginia Railroad Association. Mr. Parrish had said that railroad coal traffic was being hard hit by the "dumping

of foreign oil into this country." (See *Railway Age* of June 3, page 47.)

Mr. Schultz noted that other witnesses appearing before the subcommittee, which is also investigating unemployment in coal and oil industries, had estimated that oil displaced about 25 million tons of coal in 1949 — "coal which would have gone by rail," Mr. Schultz said.

Translating this movement into terms of income Mr. Schultz estimated it would have amounted to about $75 million in railroad gross revenue. Thus it had a "substantial adverse effect" on railroad net income, he said, and added that of this amount about $36,675,000 would have gone into wages.

For the first five months of this year coal moving through the ports of Hampton Roads, Va., New York, Philadelphia, Pa., and Baltimore, Md., was "about 40 per cent less than last year." Railroads cannot maintain a strong plant if they grow weak financially from such heavy losses of traffic, Mr. Schultz said.

Representative Van Zandt, Republican of Pennsylvania, also made a presentation to the subcommittee in which he charged the importation of "cheap foreign oil" is "rendering a death blow" to the coal and railroad industries. He classed the St. Lawrence seaway project an "economic monstrosity." Looking at the power part only, he said, it would cost the railroads over $18,000,000 a year in revenue which would mean a loss to railroad employees of about $8,000,000 in wages. He urged that action be taken to stop imports of foreign oil "because the situation is so serious we cannot afford to wait any longer."

J. T. Scott Will Become N.M.B. Chairman July 1

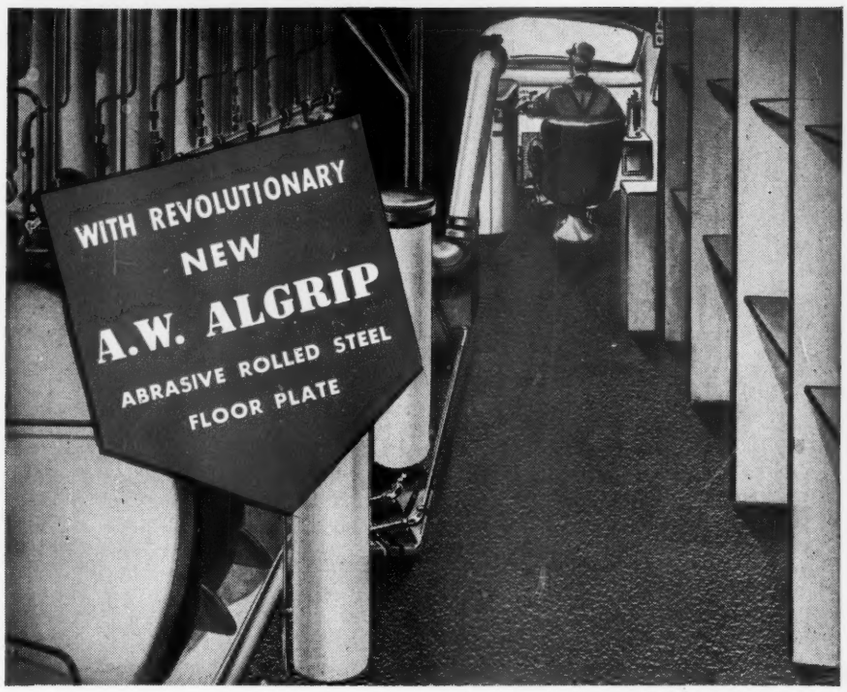
John Thad Scott, Jr., has been designated by the National Mediation Board as its chairman for a 12-months period beginning July 1. The designation was pursuant to the board's policy of rotating the chairmanship annually among its three members. Mr. Scott will succeed Francis A. O'Neill, Jr., who will continue as a member of the board.

Railroad Hour Voted Top Radio Operatic Program

In a poll conducted by "Musical America" magazine, 700 music critics in the United States and Canada have voted the Railroad Hour the best operatic program on the air. "The railroad industry's radio show took the top spot over programs that have been familiar to radio audiences for many years and thus joins company with such world-famous organizations as the New York Philharmonic Symphony, the NBC Symphony and the Berkshire Music Festival," the Association of American Railroads announcement said.

The Railroad Hour programs voted on were broadcast during the past Fall-Winter season on N.B.C. each Monday night. Baritone Gordon MacRae was the star, with guest artists each week in performances of the operettas.

NOW RAILROADS CAN END COSTLY SLIPPING ACCIDENTS PERMANENTLY



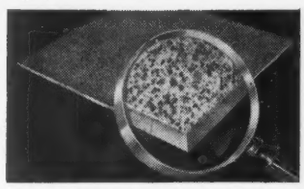
Non-Slip Even on Steep Inclines

Now, for the first time, Railroads can protect both passengers and employees from dangerous slipping accidents with A.W. ALGRIP ABRASIVE Rolled Steel Floor Plate.

A.W. ALGRIP is made by rolling abrasive grain, the same type used in grinding wheels, as an integral part of the upper portion of steel floor plate. Wet or dry, A.W. ALGRIP prevents slipping, even on steep inclines. It retains its non-slip qualities for a lifetime because as the surface wears new abrasive particles are constantly exposed.

A.W. ALGRIP is ideal for installation on freight and passenger platforms, ramps, walkways, bridges, catwalks, signal towers and on rolling stock. A.W. ALGRIP, unlike other abrasive flooring, is light in weight but high in strength. It stands severe abuse without cracking and is not damaged by heat, fire or heavy traffic.

Write or use Coupon for Complete information and 8-page descriptive booklet today.



Even distribution of Abrasive Particles shown by magnifying glass.

Guards against slipping on railroad car platforms and trapdoors.

NEW ■ NEW ■ NEW ■ NEW ■ NEW ■ NEW ■ NEW ■ NEW ■ NEW ■ NEW ■

A.W. ALGRIP ABRASIVE ROLLED STEEL FLOOR PLATE

A Product of **ALAN WOOD STEEL COMPANY**

CONSHOHOCKEN 24, PA.

Gentlemen: *Please rush me complete information and a FREE copy of your 8 page A.W. ALGRIP BOOKLET.*

*Name*_____ *Title*_____

*Company*_____

*Street*_____

*City*_____ *State*_____

Other Products: PERMACLAD Stainless Clad Steel • A.W. SUPER-DIAMOND Floor Plate • Billets Plates • Sheets • Strip • (Alloy and Special Grades.)

Fountain of Youth...

Ponce de Leon found Florida, on Easter Sunday, 1513. He was looking for a legendary island called Bimini, where he could restore his youth and vigor in a magic Fountain of Youth.

for

DIESEL Liners

Had he found what he was looking for, old Ponce de Leon would be one of our customers today. He'd have been quick to see VANDERLOY M and PORUS-KROME,* as a veritable "Fountain of Youth" for diesel liners.

Even liners ready for the scrap pile get back their original size in a way that makes them work better, last much longer and lets them be renewed again and again.

Now that's just what the old Spanish explorer wanted for himself. Worn to a nub, from sailing with Columbus and then working up to govern the Indies, about all he had left was the courage of his convictions.

But he let himself be convinced by a legend. You, of course, want only facts. The kind the Van der Horst process has been piling up, in thousands of hours of actual service, prove that diesel liners need never wear out.

Why not take advantage of this way to cut your operating costs?

We'll gladly show you how—today.

**PORUS-KROME is a dense, hard, wear and corrosion-resistant chromium, produced by the Van der Horst Corporation of America, and which gives working surfaces an infinite number of tiny oil-retaining reservoirs for perfected lubrication.*

VAN DER HORST CORPORATION OF AMERICA • OLEAN, N. Y.

U. S. PATENTS 2,048,578, 2,314,604 and 2,412,698

PORUS - KROME

Good for the Life of your Engines

VAN DER HORST

three OUTSTANDING PRODUCTS

FOR improved RAILWAY OPERATION . . .

NO. 1

The "Symington"* Composite Articulated JOURNAL BOX LID

Hinge lug wear reduced by equipping the torsion spring with a roller of adequate diameter and width which bears against the hinge lug.

Housing and pin wear decreased by lid pin bearing surfaces of large area.

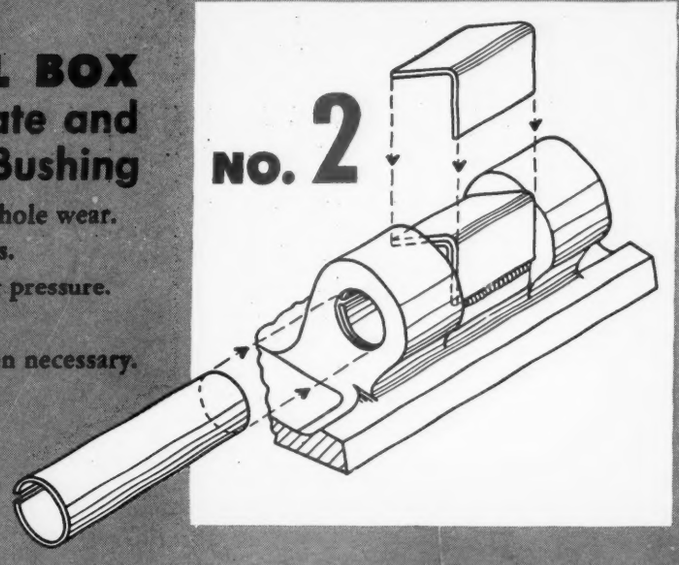
Lid wear minimized by light weight construction and center pressure action, which insures tight fit and prevents vibration.

Awarded AAR Certificates 1, 5 & 11 . . . Spec. M-120-47

The "Symington"* JOURNAL BOX HINGE LUG Wear Plate and Self-Adjusting Bushing

Minimize hinge lug and pin hole wear.
Reduce journal box lid losses.
Maintain effective lid closing pressure.
Provide easier lid operation.
Easy to apply and renew when necessary.

NO. 2



NO. 3

The "Symington"* Constant Contact RESILIENT SIDE BEARING

Stops car body roll before it can develop excessive side bearing pressure.
Prevents truck shimmying or nosing.
Eliminates side bearing shocks.
Contributes to longer life of equipment.
Helps protect lading.
Fits AAR Standard side bearing base.

* REG. U. S. PAT. OFF.

THE SYMINGTON-GOULD CORPORATION

Works: DEPEW, NEW YORK

New York • Chicago • St. Louis • Boston • San Francisco • *In Canada:* ADANAC SUPPLIES, LTD., Montreal, Que.

With G-R-S AUTOMATIC SWITCHING

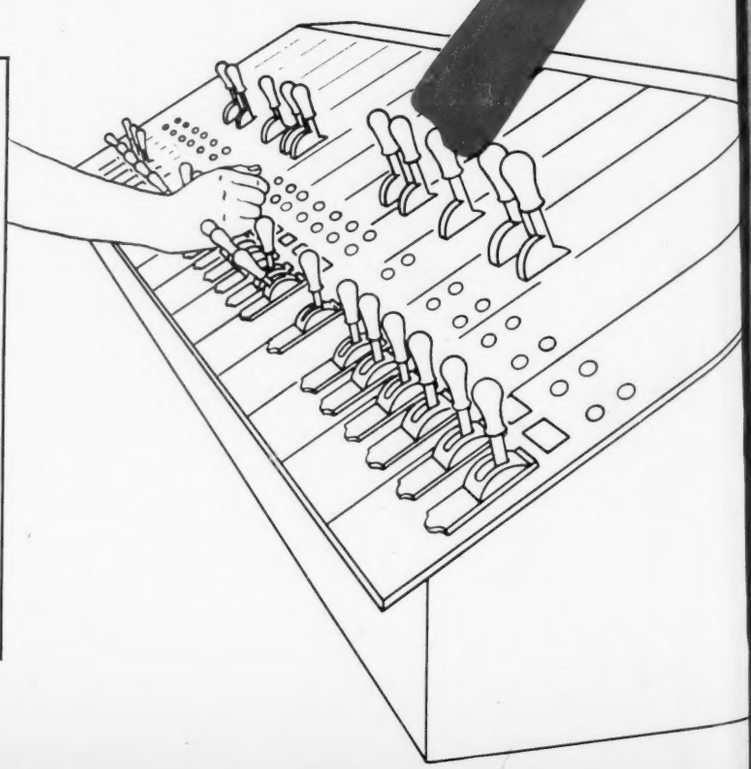
you make 1 move to route a car

—instead of 7

Some yards require as many as seven switch-lever movements to route a car—offering seven chances for error.

With G-R-S Automatic Switching you simply push a button and the system does the rest.

Investigate this new development in yard operation. Just call your G-R-S district office.



GENERAL RAILWAY SIGNAL COMPANY

New York 17 Chicago 3 ROCHESTER 2, N.Y. St. Louis 1

A-2448